

MOTOCROSS

ACTION MAGAZINE

36630

MARCH 1977

\$1.50

MOTOCROSS CHAMPIONS

1977 WORLD &
NATIONAL CHAMPS

DeCOSTER

MIKKOLA

RAHIER

HANNAH

DiSTEFANO

HOWERTON

PLUS

**U.S. AMATEUR
CHAMPS**

**THE NUMBER
ONE WOMAN**

AND

**THE TOP
RIDERS
IN THE
WORLD**





MOTOCROSS CHAMPIONS

6 . . . ROGER DECOSTER
500cc World Champion

10 . . . GERRIT WOLSINK
2nd Place, 500cc Grand Prix

13 . . . ADOLF WEIL
3rd Place, 500cc Grand Prix

15 . . . HEIKKI MIKKOLA
250cc World Champion

21 . . . GUENADY MOISEEV
2nd Place, 250cc Grand Prix

23 . . . VLADIMIR KAVINOV
3rd Place, 250cc Grand Prix

25 . . . GASTON RAHIER
125cc World Champion

31 . . . JIRI CHURAVY
2nd Place, 125cc Grand Prix

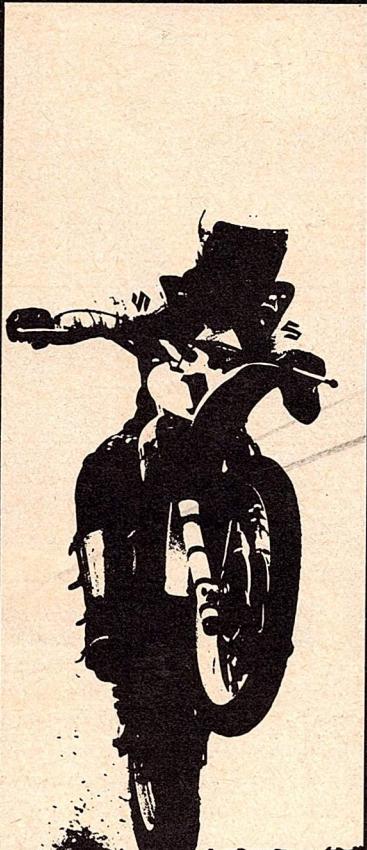
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44 . . . TONY DISTEFANO
250cc National Champion



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125cc National Champion

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MOTOCROSS CHAMPIONS

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INTRODUCTION

Whether you race motorcycles, stock cars, Formula 1 or jumping frogs, whether you're a competitor, spectator, mechanic or official, whether you're in it for money or pleasure, you share with a select breed of men and women the thrill of speed, danger and accomplishment. If you're among the few who choose to join the battle, pitting your skill and courage against that of the others, then you share with them the wonderfully irresistible goal of becoming the champion.

Wherever there is a contest, be it at the local ice cream shop, the North Shore pipeline or the hills of Carlsbad, the activity doesn't really start until the champion arrives. He has a certain air about him, part of the mystery and magic of being the best. Although his fellow competitors — snapping at his booteels trying to drag him down so they may wrest the position of dominance from him — although they may be bad, this guy is the baddest.

The editors, photographers and artists of MOTOCROSS ACTION Magazine dedicate this special issue to the champions of motocross. Though we only present here the greats and the near-greats, keep in mind that there are thousands of champions everywhere from the East Street sandlot to the Republic of Bimbolia. Keep in mind too that, as any motocross champion will tell you, the Number One plate is the heaviest piece of equipment he bolts on his motorcycle.

DISCOVER: **MOTOCROSS ACTION CAN DO IT!!!**



EXCITE... ENTERTAIN... INFORM... TANTALIZE!

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500cc World Champion

ROGER DeCOSTER



Everybody talks about dragging the handlebars through the turns, but DeCoster actually does it. (Andy Hayt)

To be the champion is to carry the title with respect and dignity. Victories in racing mean nothing if the man cannot claim victories over the faults of being human. It is indeed difficult to shoulder the weight of fame that goes with being number one. Thousands of people come to see him, to talk with him, to touch him, perhaps to take home a souvenir or an autograph. They come to see him perform and win. When the champion wins, everything is right and in order. Important people demand his time, merchants seek his favor and hundreds flock for a glimpse. Roger DeCoster, the champion, the gentleman, finds time for them all.



The only thing bigger than this bottle of victory champagne is the paycheck he gets from Suzuki.

For the record he is five times the World 500cc Motocross Champion. He is six times the Belgian National Champion and twice the United States Trans-AMA Champion. As this magazine goes to press he is on his way to a third Trans-AMA title. Four times he has won overall the prestigious Motocross des Nations and has more than 30 international Grand Prix victories to his credit.

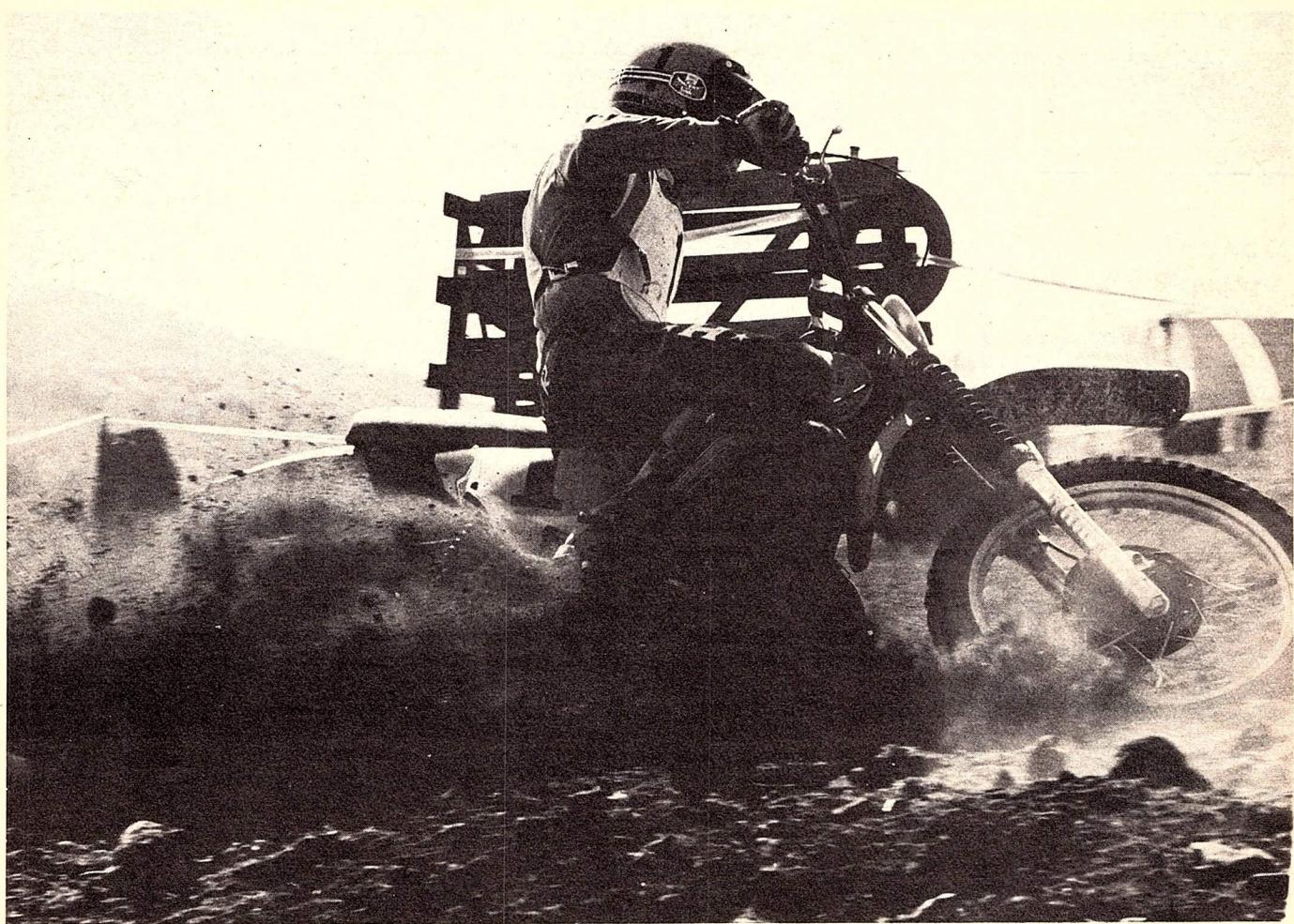
At 18 DeCoster won his first championship, the Belgian 50cc Junior title. Now, at 32, he is married to an American girl, Laurie, who gave birth to a son, Nigel Adams, in the year of his fifth championship. They live in Tremelo, Belgium, and, during frequent visits to the United States, stay in Santa Barbara, California. Roger drives a Ferrari and contemplates the casual life of a Formula One Grand Prix driver when he retires from motocross after "one or two" more championships.



Although trying for it four times, DeCoster has had no success at the U.S. Grand Prix at Carlsbad.



Roger DeCoster, the five-time Champion of the World. (David Maltais)



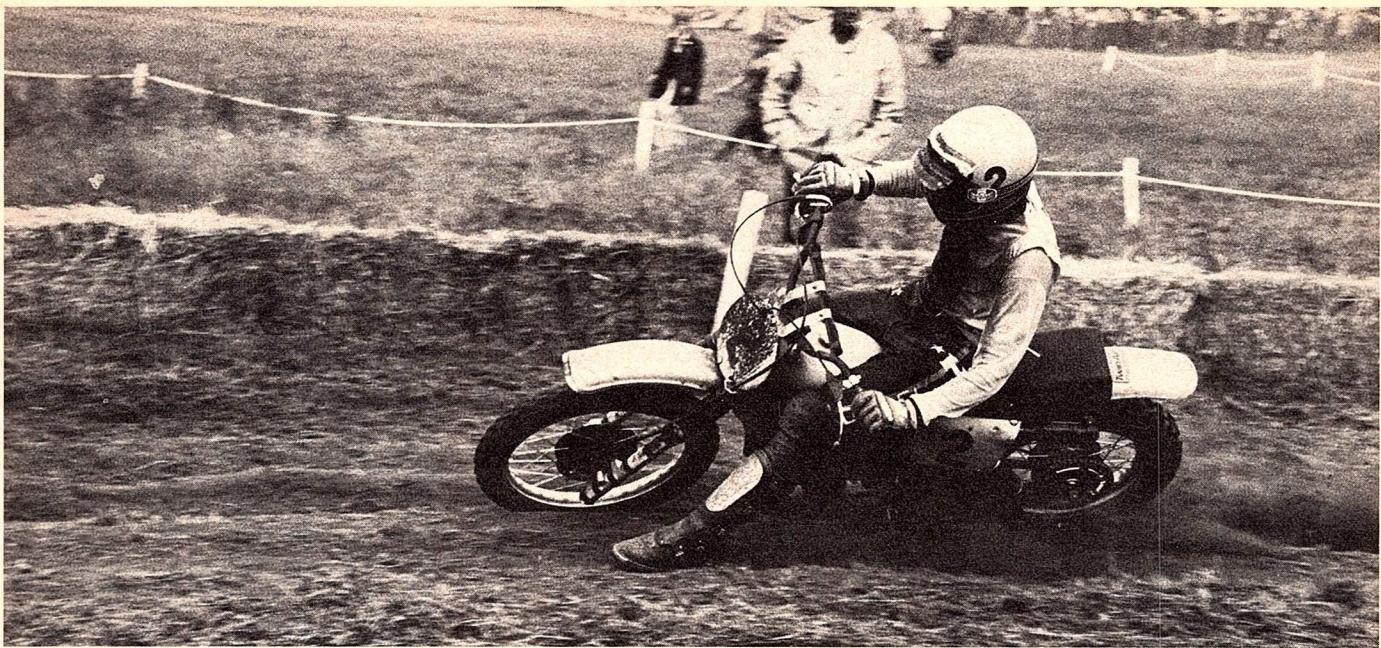
The more difficult and challenging the course, the more easily DeCoster wins.
(David Maltais)



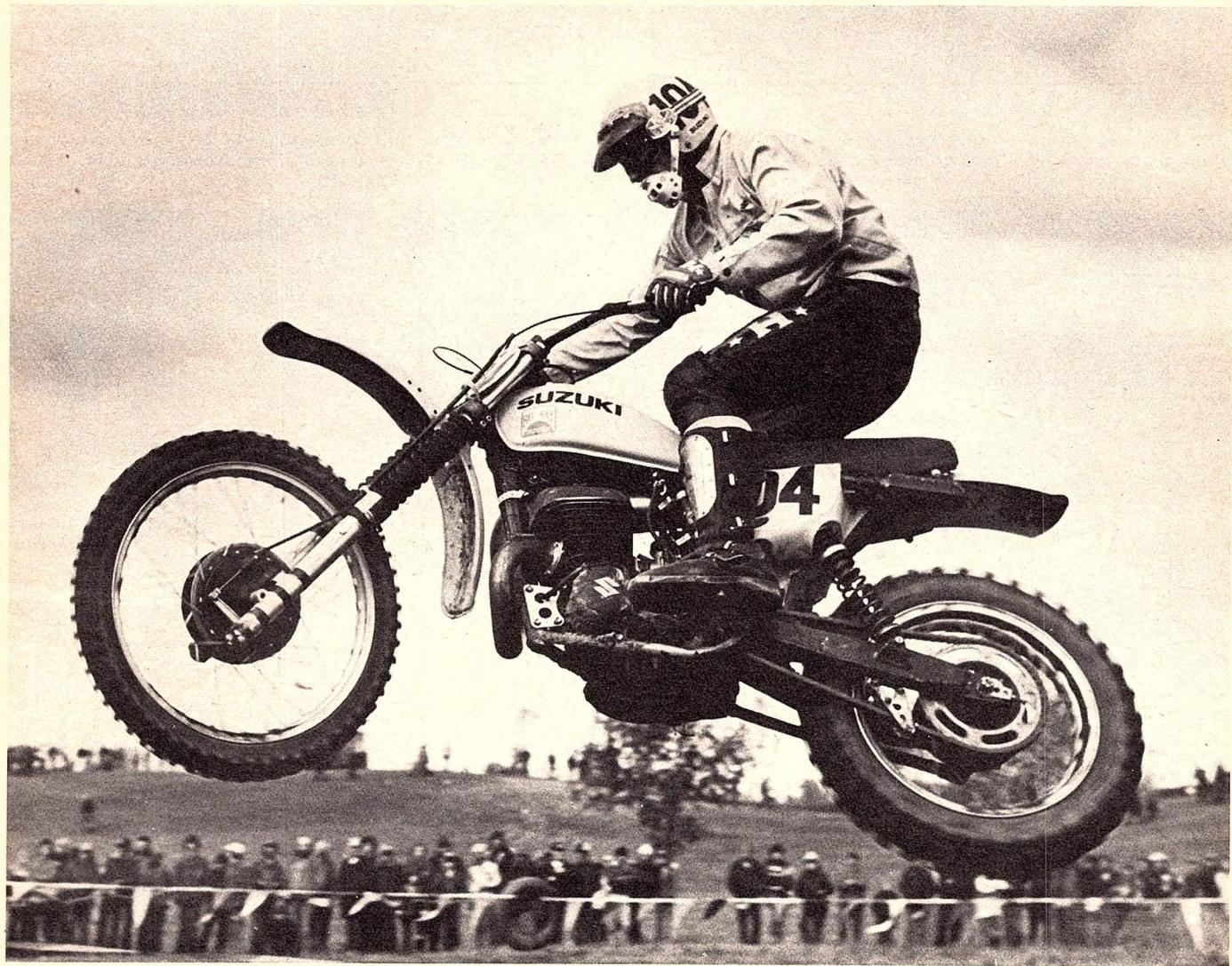
Roger spends a light moment at the 1975 Livermore Trans-AMA the day the front end broke off his bike and sent him to the hospital.



DeCoster is the absolute model of perfection on a motocross bike. (David Maltais)



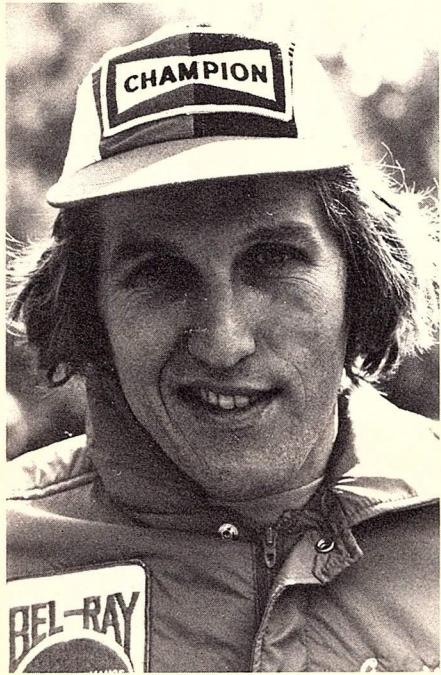
DeCoster is the master of bike control. Here at the Canadian GP he deftly applies the front brake and feeds in some throttle in a fast turn.



DeCoster, twice Trans-AMA champion, looks like he'll make it three in 1976.

2nd Place, 500cc Grand Prix

GERRIT WOLSINK



"Hi, I bet you didn't know that I'm a trained and accredited gynecologist."

Roger DeCoster is going to have some tough sledding in '77 if history repeats itself. Since joining the Suzuki team in 1974, Gerrit Wolsink has finished 4th, 3rd and 2nd in the 500cc World Championship standings. A university graduate, Wolsink is known for his willingness to speak his piece if he feels it's necessary. He's left a host of cringing organizers, promoters and FIM jurists in his wake. Gerrit is a very consistent yet unspectacular "mechanical" rider. Exasperated editors have been humbled trying to find just one out-of-the-ordinary action photo. Since he persists in winning the U.S.G.P. at Carlsbad (the past three years) his "boring" riding only compounds the situation. Wolsink, a member of the Maico team in 1973, was reluctant to try some new-fangled idea called forward mounted shocks, and yielded only after they took his regular bike away from him.



For everyone who has ever been put to sleep watching Gerrit go fast. (David Maltais)

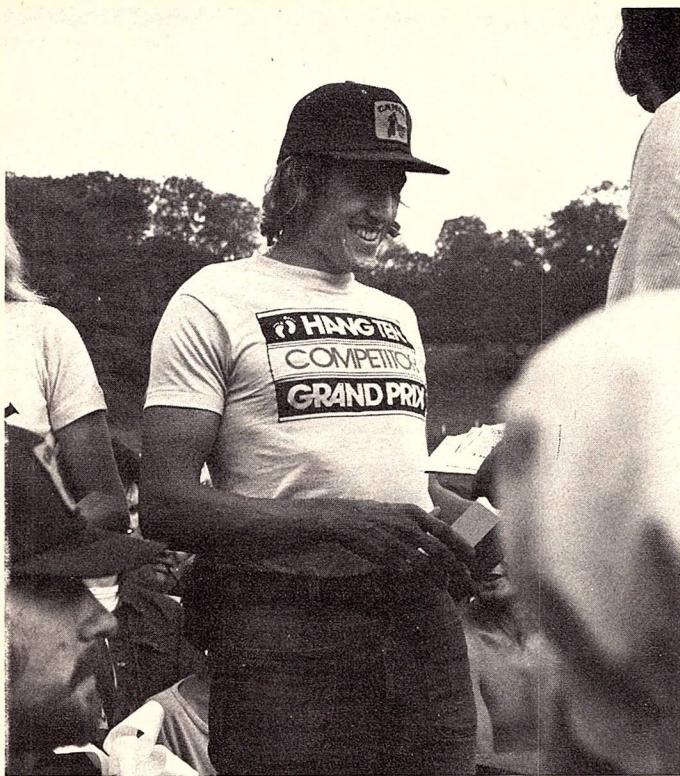


Wolsink's speed at the U.S. Grand Prix was nothing short of phenomenal. (Marcia Holley)



"What's my secret to winning three straight at Carlsbad? Lots of tulip juice." And Wolsink does not particularly care for the track.

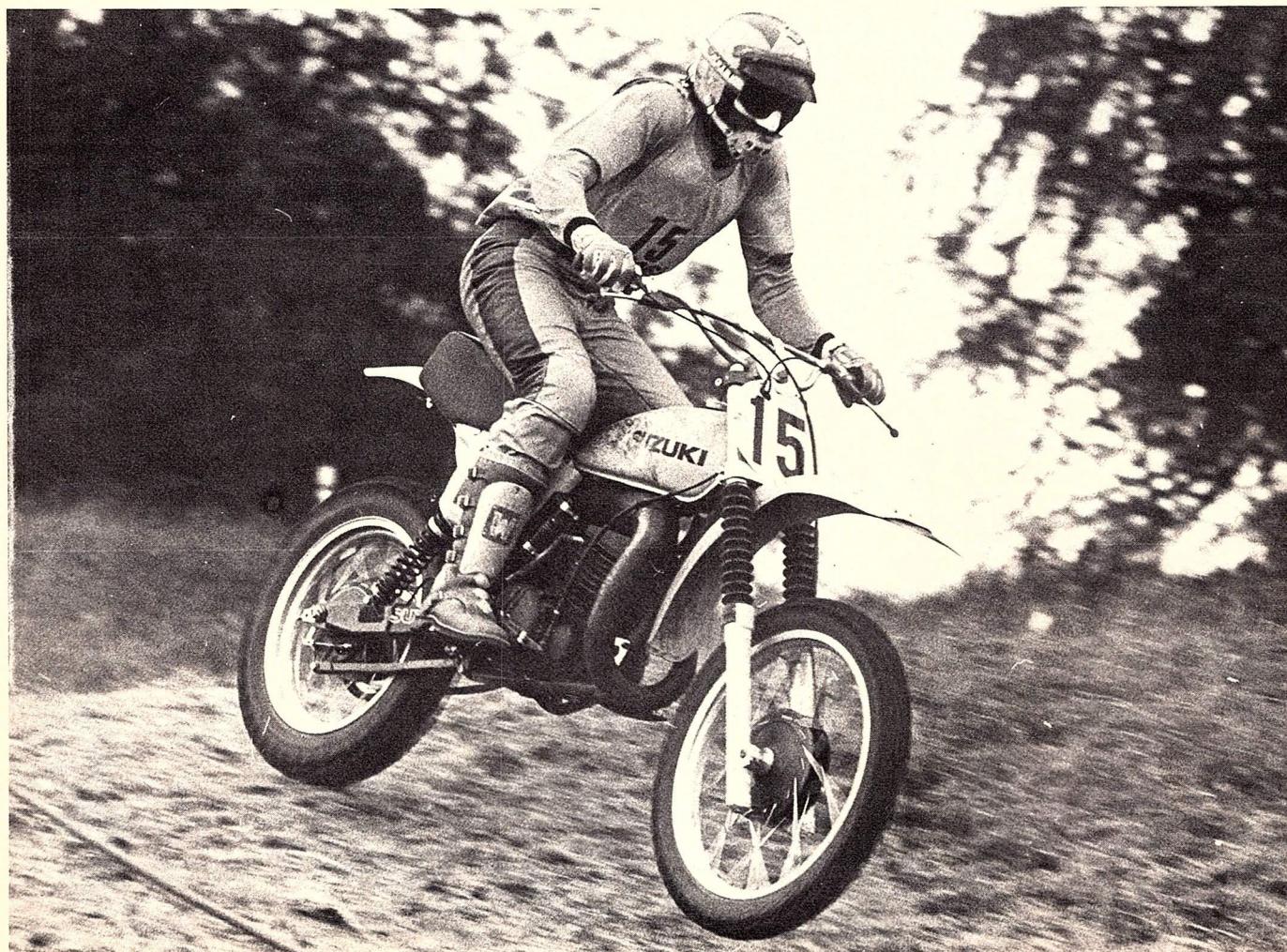
GERRIT WOLSINK



"I'll be glad to sign your autograph book, but I keep telling you I'm not Marty Smith."



Forefinger on the clutch, just in case the engine seizes on the banking at Daytona. (David Maltais)



Zzzzzzzzzzz. Usual boring riding style in Holland. (Frank Melling)

3rd Place, 500cc Grand Prix

ADOLF WEIL

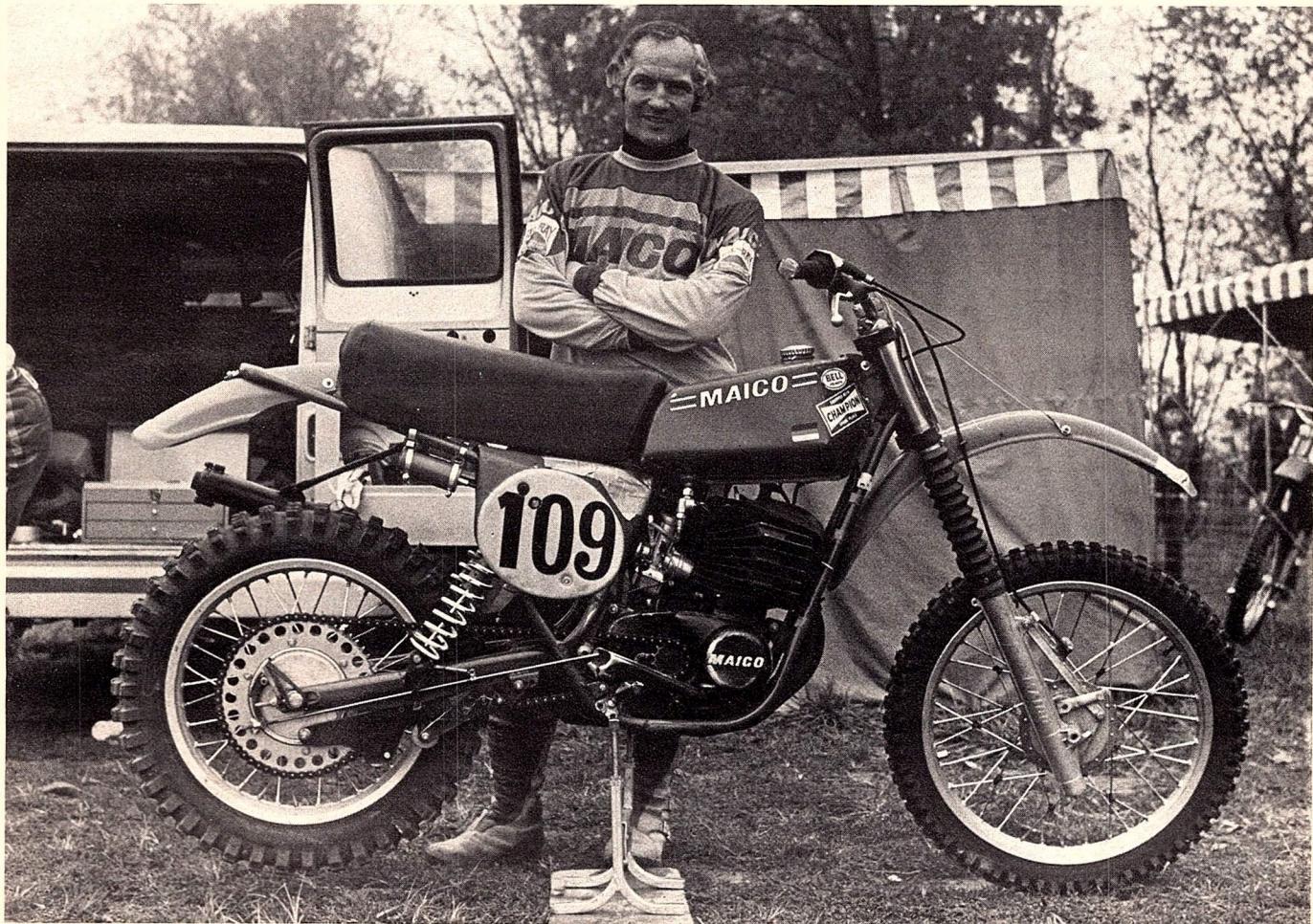
The Grand Old Man of Moto-cross. Pushing 40 and still pushing into the corners with the best in the world. Maybe a late start helps him keep his enthusiasm. Weil first started riding world class competition in his mid-20s and has been with Maico for his entire international racing career. He has contributed heavily to the development work of the past decade, working out of his own shop, while staying in excellent physical conditioning. He's widely respected by the other riders because of his development work and ability to repeatedly finish in the top three at his "advanced" age. He shines on the really knarly tough tracks where his precision and skill pay off, riding modified production motorcycles rather than ultra-trick factory one-offs.



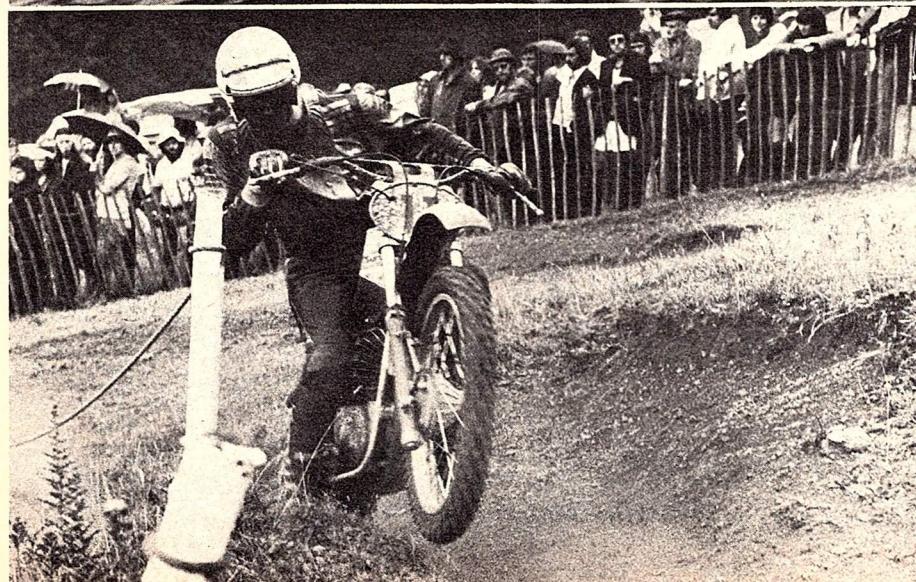
Adolf congratulates his yearly nemesis, Roger DeCoster, at the British Grand Prix. (Moto-X Fox)



Adolf is one of the few riders who don't wear any face protection. So far he has avoided paying the price. (David Maltais)



Adolf Weil and his machine: The production 400 Maico. (Jim Gianatsis)

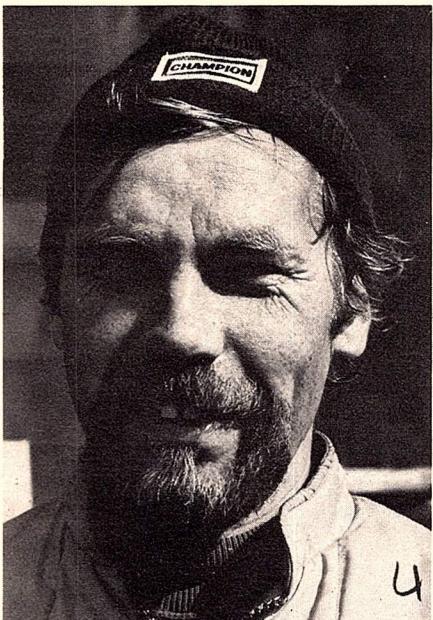


Although second in the World standings going into the '76 U.S. Grand Prix, Adolf did not do well at Carlsbad.

Weil, called "The Silver Fox," shows his best form on hard, rocky surfaces. That's where the Maico really works! (Moto-X Fox)

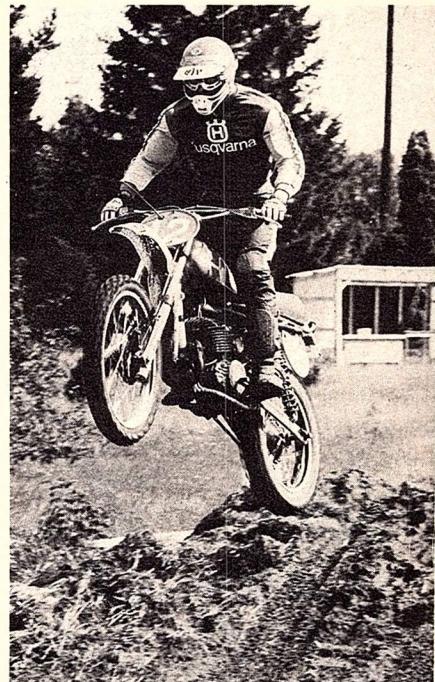
250cc World Champion

HEIKKI MIKKOLA



It had never been done before and now it has, by Heikki Mikkola; winning a world title in two different classes. His first laurels

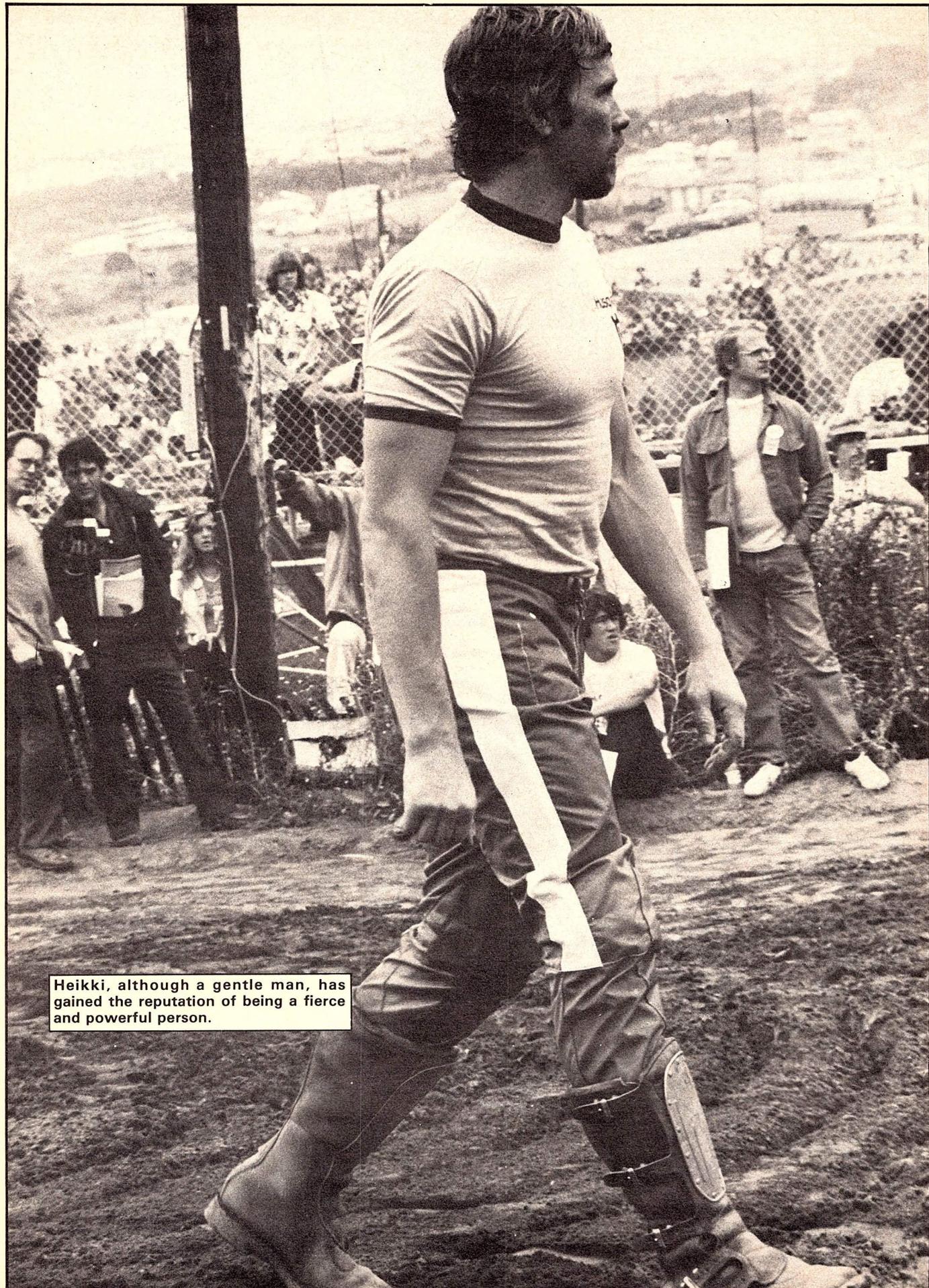
came in 1974 when he thwarted Roger DeCoster's bid for a fourth straight title in the open class. After finishing 3rd in both 1972 and 1973, the Flying Finn switched to the 500 class for 1974. After his win he dropped to 2nd in '75, then returned to the 250s for 1976. He's strong and appears fearless; his style isn't classic, it's more controlled frenzy. His 250 title was not quite as closely contested as it appears. He took the championship by a single point as Guennady Moisseev closed strong, winning the last two motos to close the gap. Heikki, who had built up a seemingly unsurmountable lead early on, actually wound up winning one less GP than the Russian. After taking the title he made two announcements. That he wished to return to open class racing and that he was willing to talk to any factory that was interested.



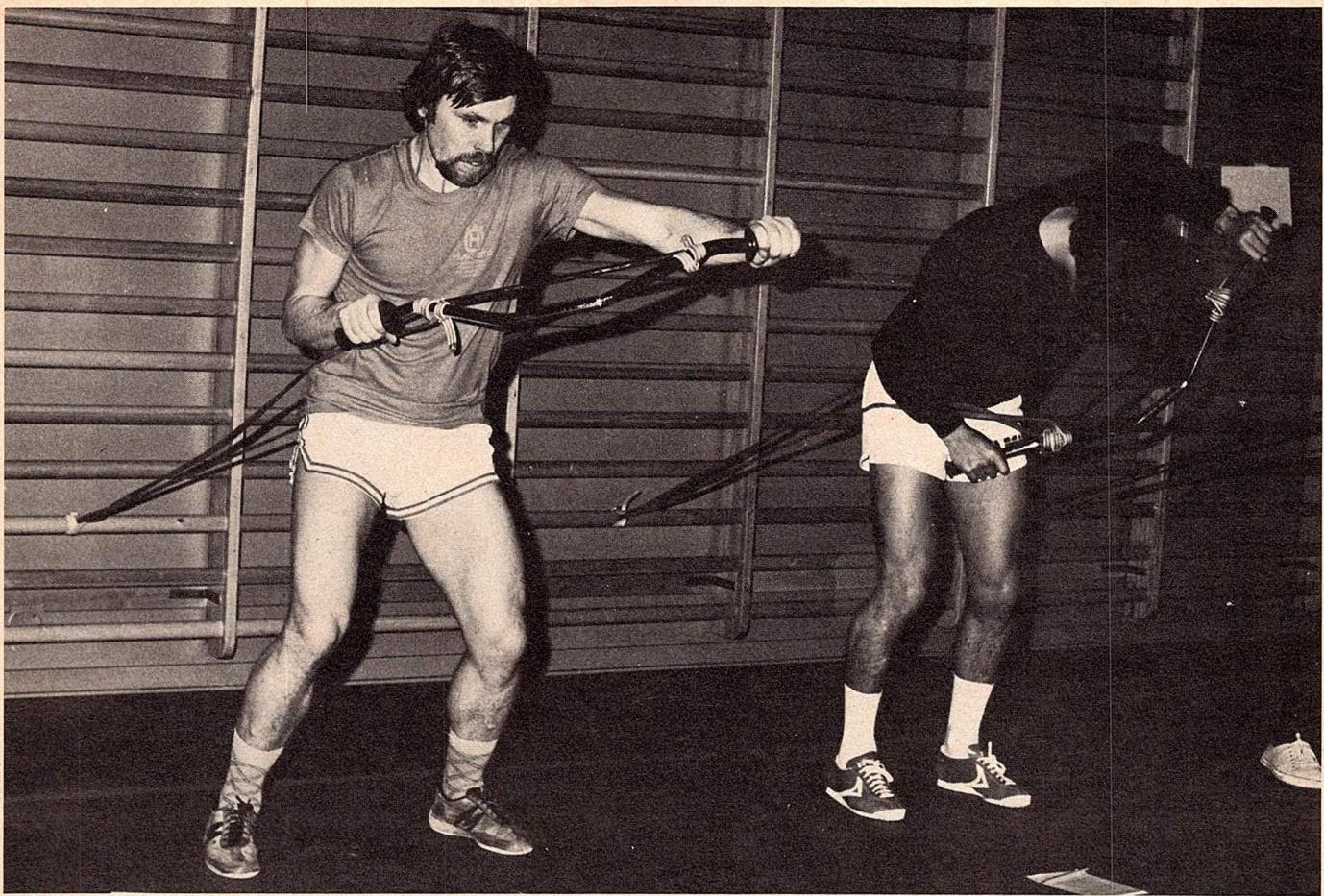
Mikkola is a master of straightforward control on a Husqvarna (David Maltais)



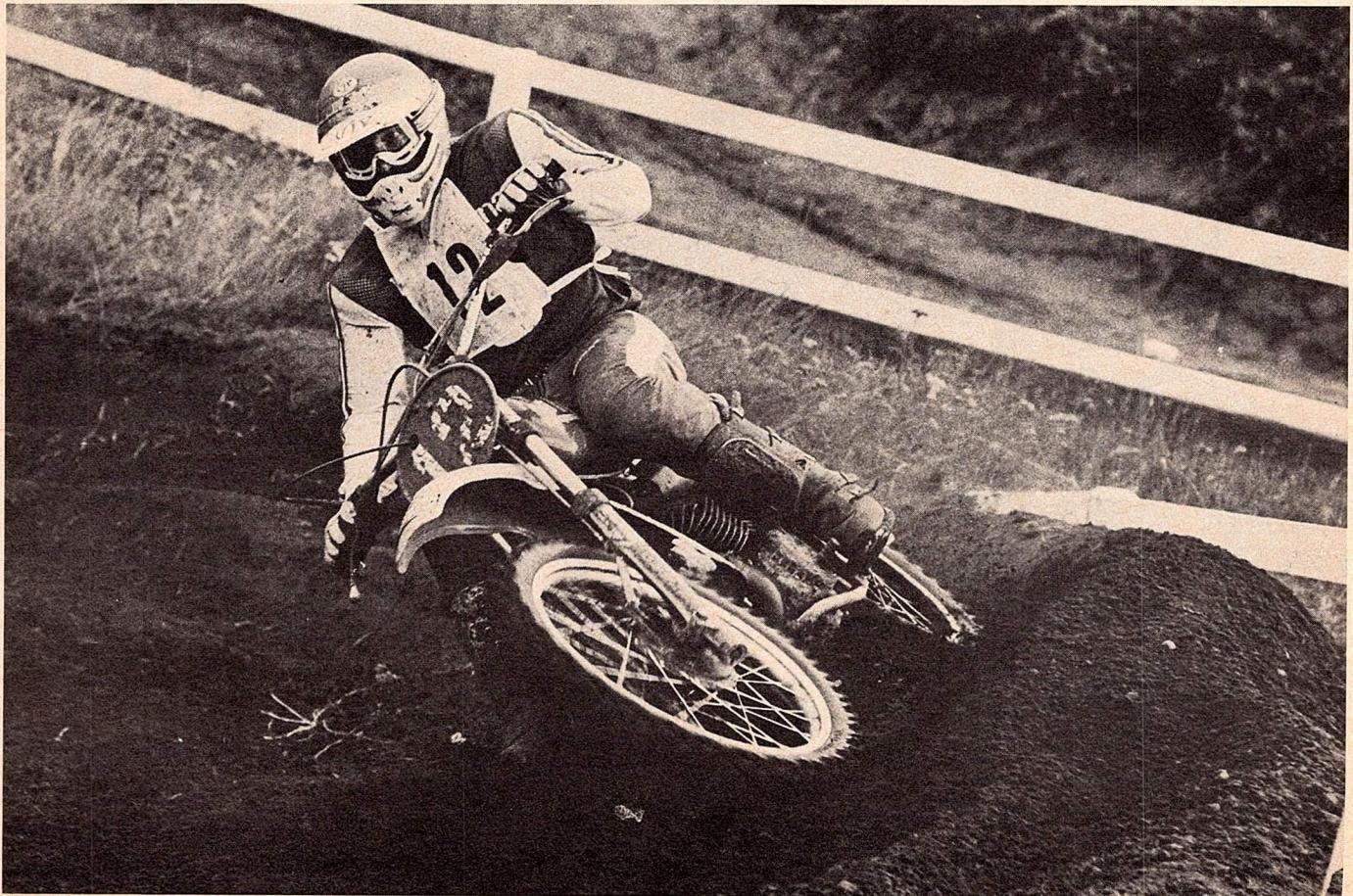
With lightning reflexes, Mikkola gets the jump against former world champions Everts (1) and Moiseev (6). (David Maltais)



Heikki, although a gentle man, has gained the reputation of being a fierce and powerful person.

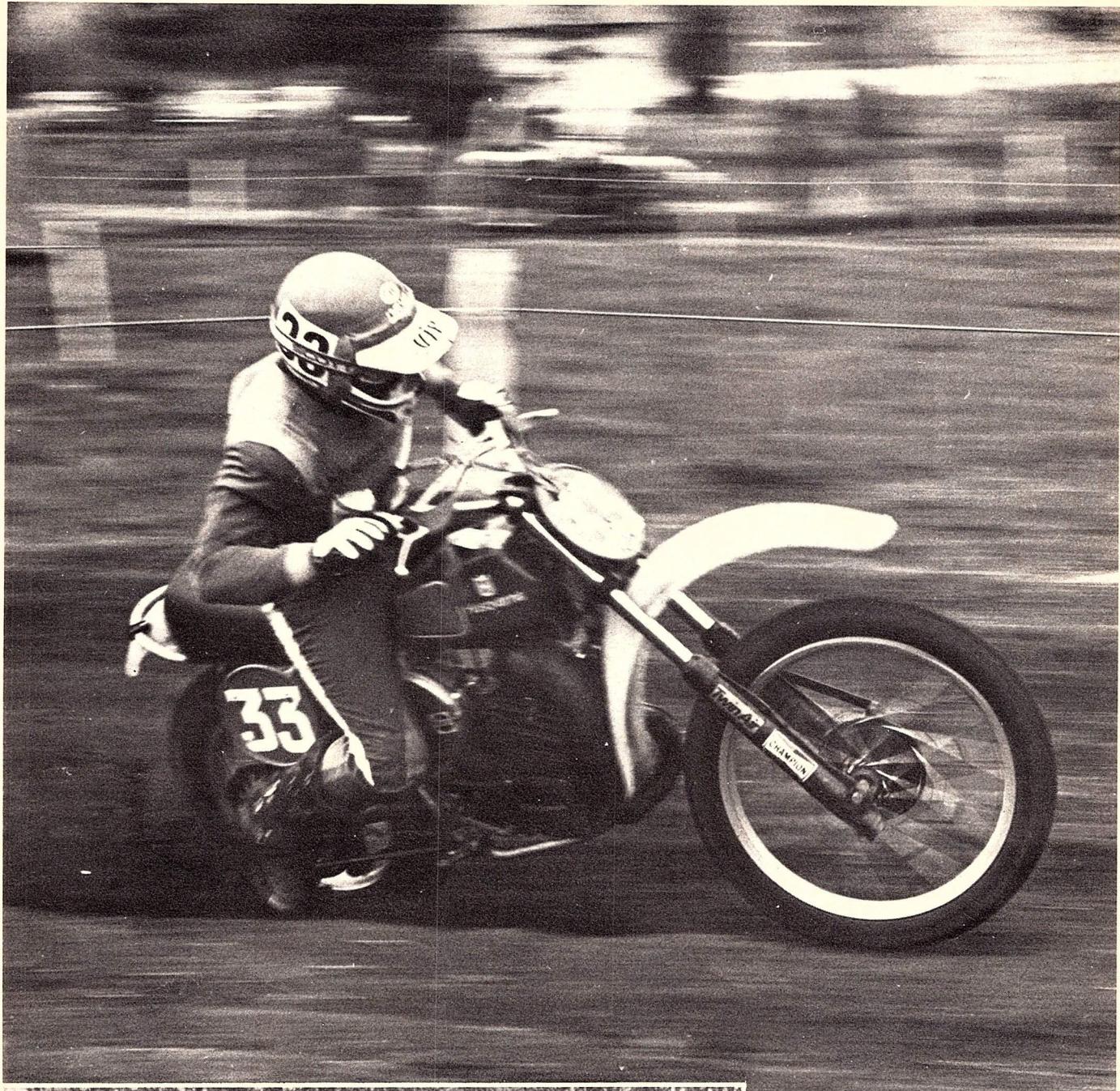


Of all the Grand Prix riders, it is Mikkola who trains the hardest for what he gets. (David Maltais)



Heikki's style isn't flashy, but it's purposeful and gets the job done. (David Maltais)

HEIKKI MIKKOLA



Mikkola's world champion equipment is the production 360 Husqvarna. (Moto-X Fox)

At the British Grand Prix, the spectators cheer on the champion. (Moto-X Fox)

Opposite page: Showing all their ones, National Champion Jim Weinert and World Champion Roger DeCoste match their skills in the 1975 Trans-AMA. (Paul Boudreau)





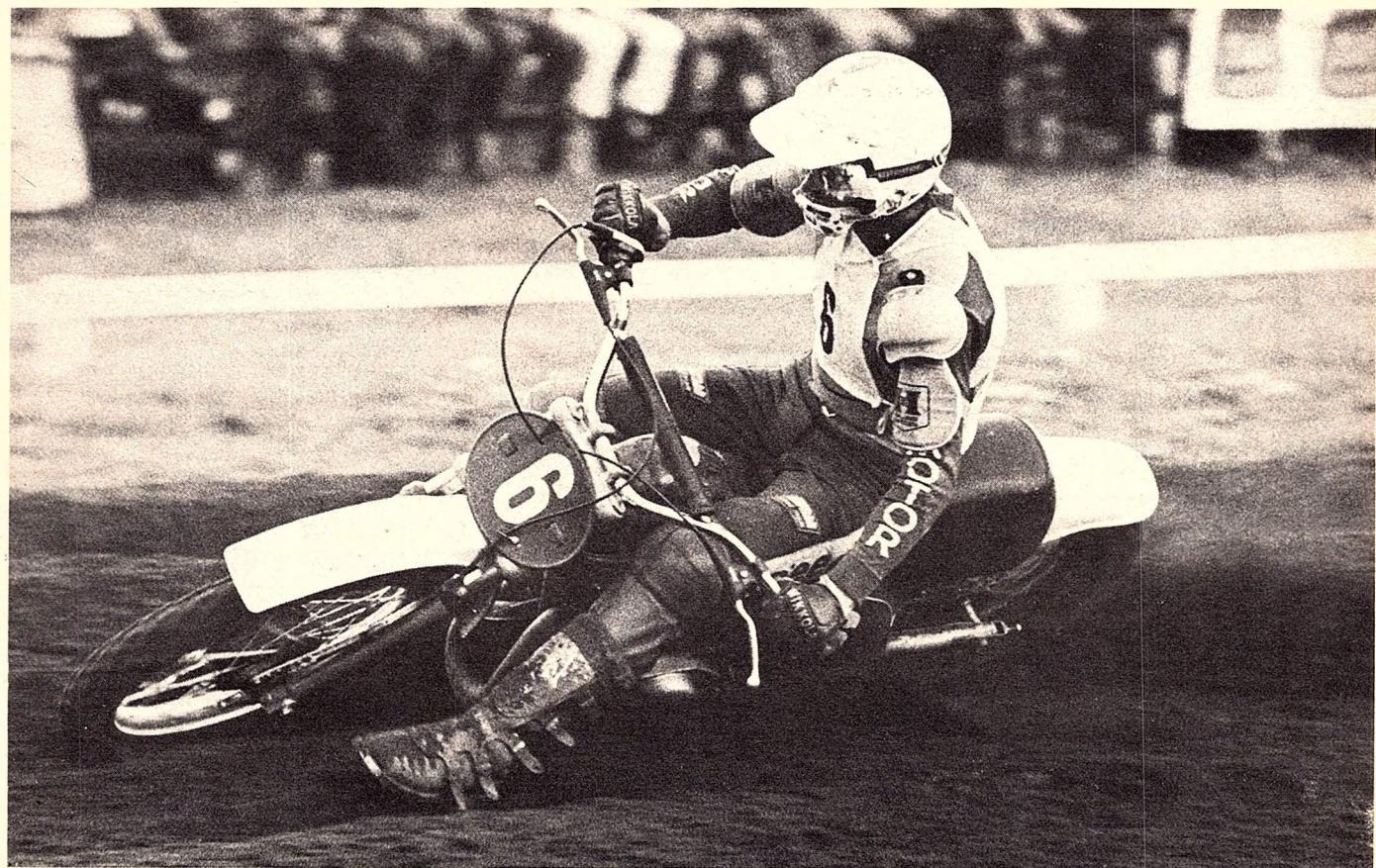
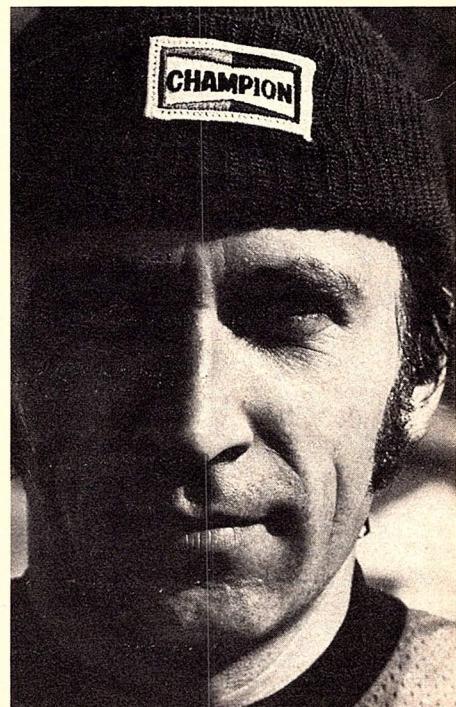
2nd Place, 250cc Grand Prix

GUENADY MOISEEV

The World Champion in 1974 and second in the world this year, this intense Russian is already somewhat of a legend in his own time. Pronounced goo-NAH-day moy-SAY-eff, when this man steps to the line on a healthy factory KTM, all bets are off as to who the victory will go to. He is electrifying to watch when he's on the gas. Berms become trampolines, jumps turn into launching ramps and the straightaways, no matter how rough, turn into wide open freeways. He's big, strong and tough as nails and shares

a deliberate, aggressive riding style with his arch rival, Heikki Mikkola. This year, although he swept the second half of the GP season scoring many impressive moto wins including a double win at the final event in Sweden, Moiseev was aced out of the title by one point. The Russians, we understand, won't ship him off to Siberia. Instead they'll send him a hot new KTM for another try in 1977. With Mikkola and Pomeroy on new bikes, it looks like Moiseev will be the man to beat.

As an ironic salute to his rival from Finland, Moiseev wears Mikkola brand motocross gloves. (David Maltais)



Opposite page: Showing promise as a champion to come is England's teenaged star, Graham Noyce. (David Maltais)

GUENADY MOISEEV



Moiseev slows down for nothing. Here at the 1975 Motocross de Nations he careens off an embankment at the top of a hill without taking his feet off the pegs or shifting down from fourth. (Terry Pratt)



The dirt flies when Moiseev is on the gas. (David Maltais)



If the factory KTM's stay together for the 1977 season, all the 250 world class competitors will hope to see of this

speedy Soviet are the letters MOISEEV through a spray of European dirt. (David Maltais)

3rd Place, 250cc Grand Prix

VLADIMIR KAVINOV



Kavinov, center, anchored the Soviet Trophee de Nations team for 1976.
(Moto-X Fox)

Carrying the Soviet hammer and sickle into World Championship competition, Vladimir Kavinov is the number two man on the Austrian KTM squad. This year, while teammate Guenady Moiseev and Heikki Mikkola battled for the title, consistently good finishes boosted Kavinov into third place giving the KTM's a two-to-one edge in the top three over Husqvarna. Like the other Russians, Kavinov is kept well shielded from Western eyes but we know this much: He fits perfectly the stereotype of the crazy Russian. To watch him ride one would think a Communist mechanic inserted a cotter pin into his throttle housing just before the start of each moto. To say he rides with abandon would be the understatement of the year. To say he frequently abandons his ride would be more like it. Nonetheless, his finishes were good enough to put him in third place above some pretty stiff competition which indicates he's not afraid of getting back on and going for it.



Kavinov does not place himself well on his factory KTM and therefore gets out of shape frequently. (David Maltais)

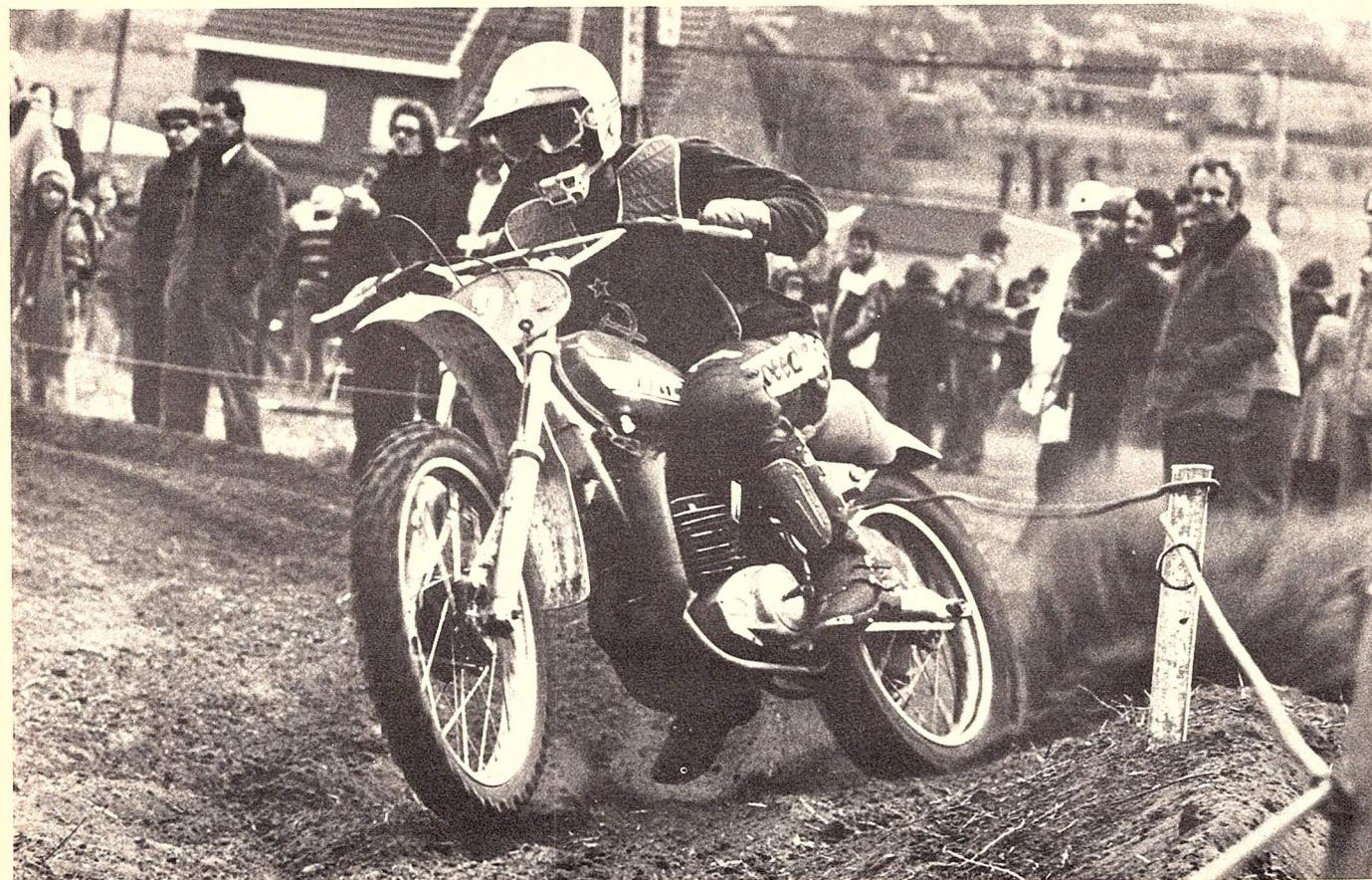
VLADIMIR KAVINOV



At the British 250 Grand Prix, a broken chain made a sad spectator out of Kavinov. (Moto-X Fox)



In fine old Soviet tradition, Vladimir Kavinov looks most comfortable with the throttle of his factory KTM wide open. (David Maltais)

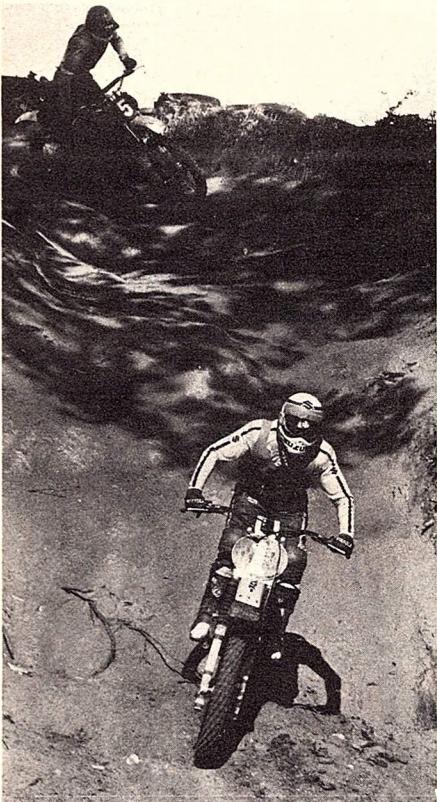


Form and style are not Kavinov's strong points. Courage and determination are. (David Maltais)

125cc World Champion

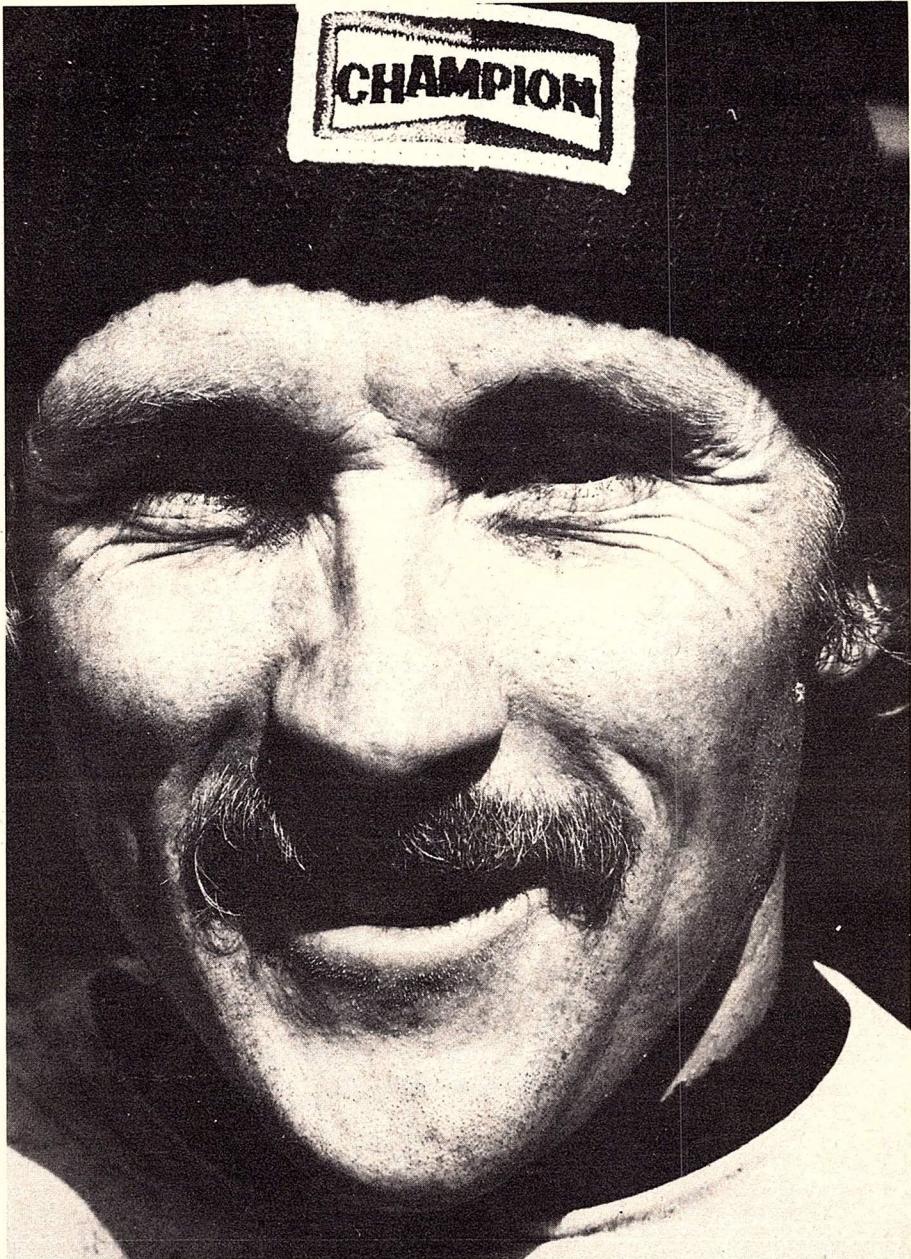
GASTON RAHIER

A Champion is not only measured by his achievements on the track, but also by his stature as a person in the real world. Gaston Rahier, the 30-year-old Belgian who this year packed away his second consecutive 125cc world title for the Suzuki factory, may be small in the size clothes he wears, but by any other yardstick is a great gentleman. Put him in a room with twenty other racers and in no time at all he'll command their complete attention and have them all talking with a



Under pressure from #5, Churavy, Gaston keeps his cool on a tricky downhill. (David Maltais)

Flemish accent before they leave. This year Rahier upped the ante on his performance last year by winning 15 Grand Prix motos out of 24 to take the championship by a wide margin. Gaston divides his time between his shop in Dison, Belgium, and his family, when he isn't destroying the competition on the greatest motocross tracks in the world.



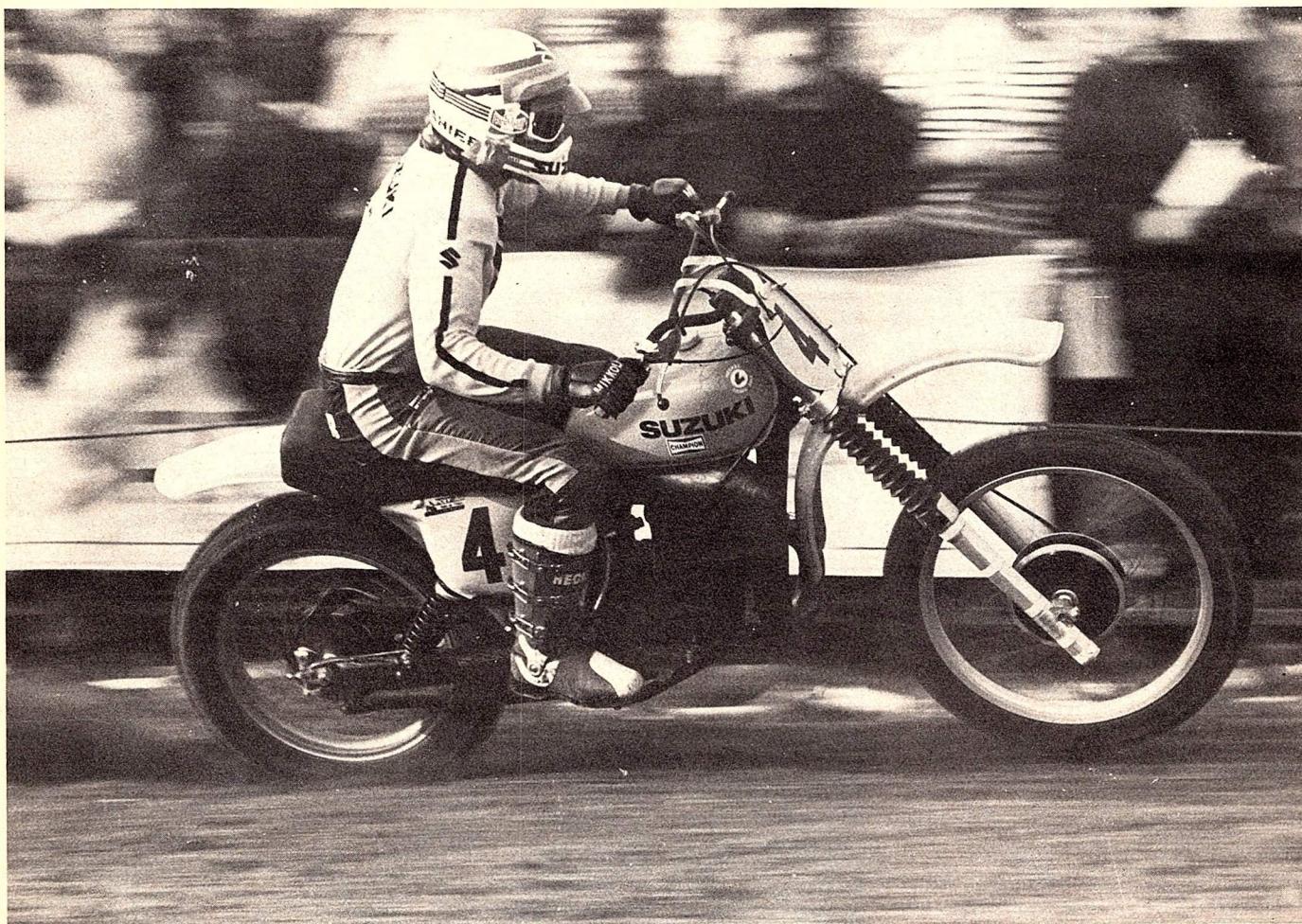
GASTON RAHIER



A popular rider anywhere in the world, Gaston treats his fans with cordiality and respect.



At the U.S. 125 Grand Prix at Mid-Ohio, Rahier was overcome by the extreme temperature and humidity and had to retire from competition.



At the Easter races in Belgium where all the riders from the three World Championship classes get together and race the big bikes, Gaston showed his work on the 125 was no fluke. (Moto-X Fox)

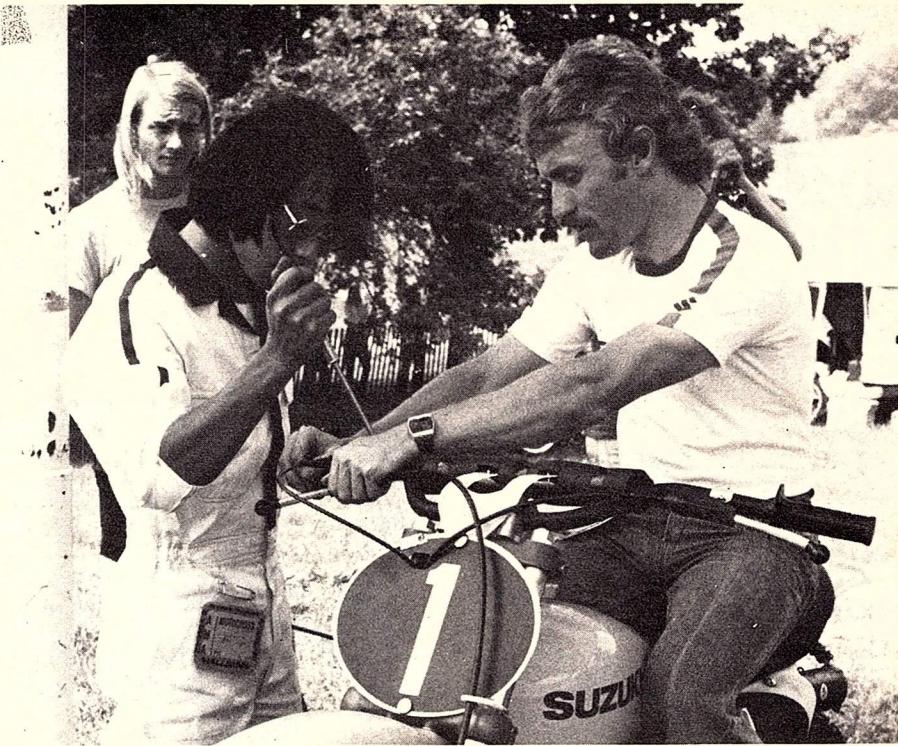
Gaston is a perfect physical specimen and attributes his success to hard work-outs and conscientious training. (David Maltais)



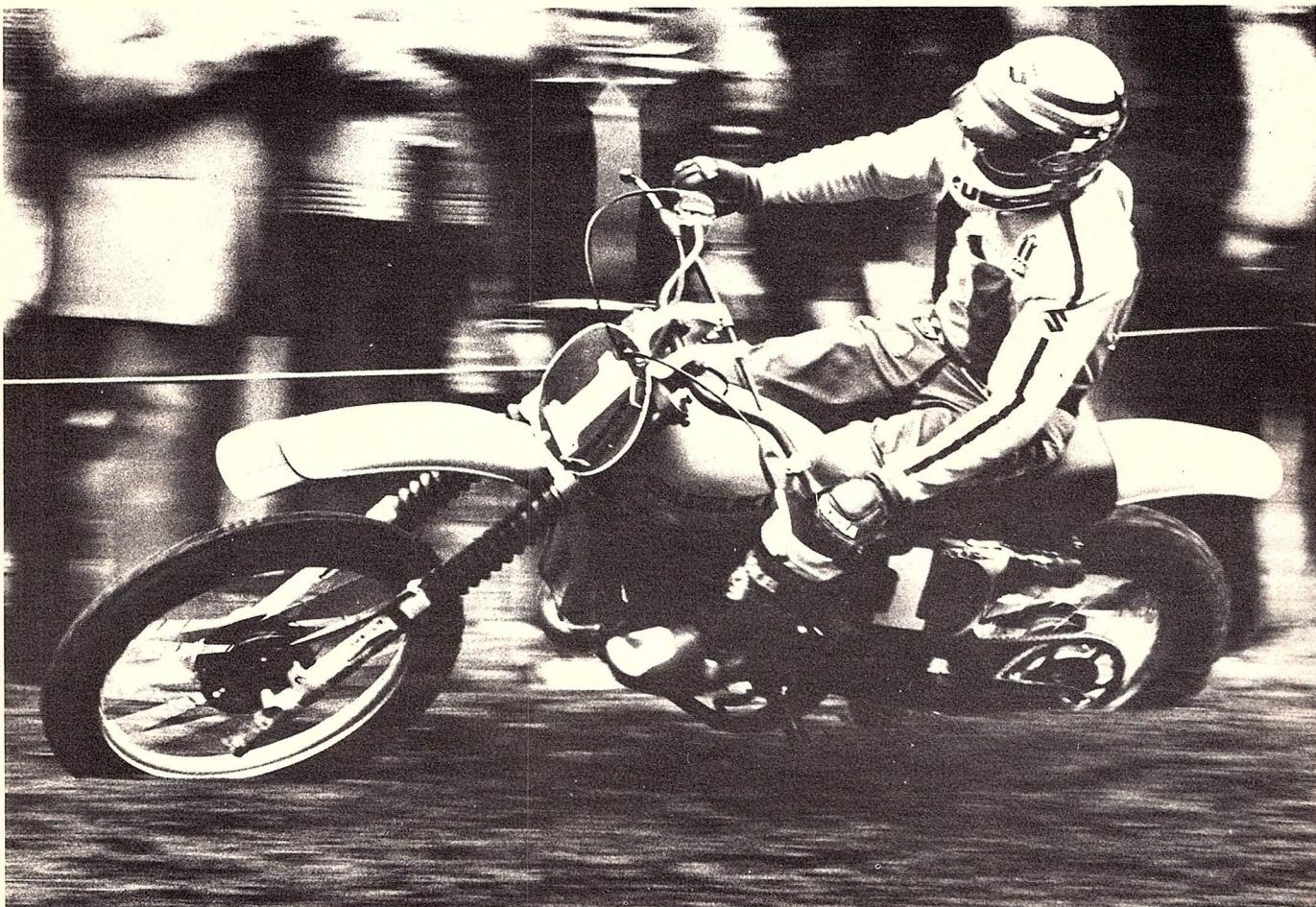
GASTON RAHIER



His Japanese mechanic hops a ride back to the pits. (David Maltais)



An expert motorcycle engineer, Gaston keeps close tabs on the preparation of his race machines.



Gaston pays close attention to form and execution even at high speed. (David Maltais)

Opposite page: Gaston Rahier of Belgium on his way to a second consecutive 125cc World Championship. (David Maltais)





2nd Place, 125cc Grand Prix

JIRI CHURAVY



The Jawa factory's development of a competitive CZ125 centered around this man, Jiri Churavy. Because he lives and trains in his native Czechoslovakia and is kept pretty much under wraps by his Communist supervisors, little is known about him other than the fact that he rides very fast. But those Americans like Marty Smith who have spent time with him in Europe and journalists who met him at the U.S. Grand Prix all agree he's a friendly, smiling fellow with a warm heart. At most Grand Prix events he shared the winners' podium with Rahier and Smith and was quick to snatch moto wins when the Champion was in trouble. Unlike his teammate Zdenek Velky, Churavy keeps close control of his bike and belies the tradition of the berzerko Czech. From what we learned at the U.S. Grand Prix, his favorite food on a hot day is ice cream.



Opposite page: Third in the World on a 125 two-stroke, Marty Smith tries out a big thumper at the Four-Stroke Nationals. (Jack Wright)

Churavy is a smooth, controlled rider and front wheelstands like this one are a rarity. (David Maltais)

JIRI CHURAVY



During the Grand Prix at Hoeselt, Belgium, he engaged the champion, Rahier (1), in hot pursuit until the engine of his prototype CZ gave up the ghost. (David Maltais)

Sandwiching himself solidly between Western heros Gaston Rahier and Marty Smith, Jiri Churavy set himself up as CZ's number one man for next year. ▀



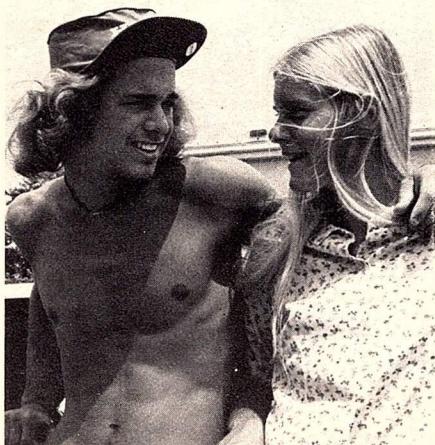
(David Maltais)

3rd Place, 125cc Grand Prix

MARTY SMITH

Honda's interest in the European GP games resulted in something a lot of U.S. fans had been waiting for. After being two-time 125cc National Champion with such authority, it seemed Marty Smith had nowhere else to go but to Europe to race against the best . . . Gaston Rahier. For the 19-year-old Californian it was a strange trip, being far from the sunny hills of San Diego he calls home.

The three-year member of Team Honda had previous experience in 125 GP racing when he swept both motos of the 1975 USGP held at the Mid-Ohio track. This was the first time an American had won both races in a GP event, and the Europeans were just as curious to see how well the teenage rider from the U.S.A. would do on the tougher tracks in Europe. In his first race there in Italy, Marty took second in the first race and came back to win the second, tying on points with Gaston. In Denmark, Marty took the overall win over Rahier. When everyone else had to come over here, Marty repeated his double moto sweep of the Mid-Ohio USGP for the second consecutive year. Even though he only contested seven of the 12 scheduled events, he still finished with enough points to be ranked third in the 125 GP class, coming closer than any other American to becoming World Champion.



Nancy Sauer, Marty's sweetie, accompanied him on many of his trips to Europe. (Jim Gianatsis)



Although Marty Smith was in a close duel with Czechoslovakian Jiri Churavy in the points standings, it was no contest out on the track. (David Maltais)

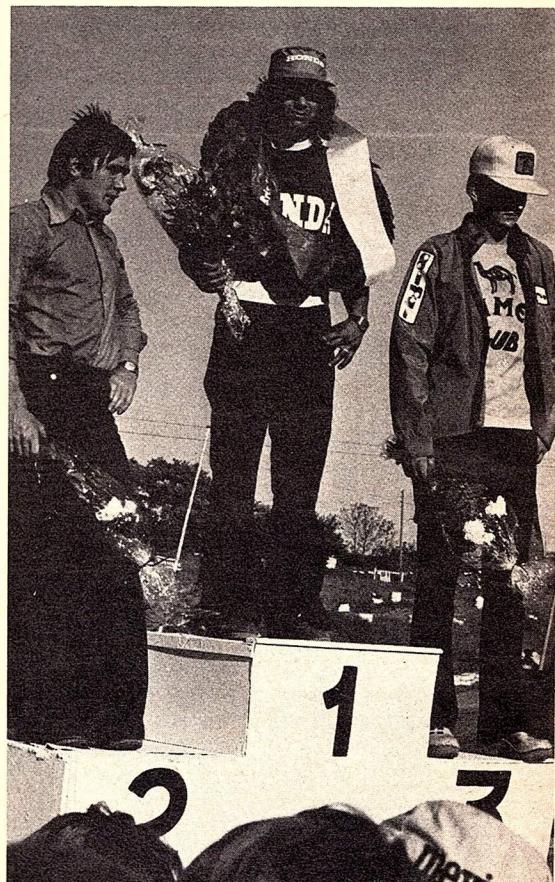
MARTY SMITH



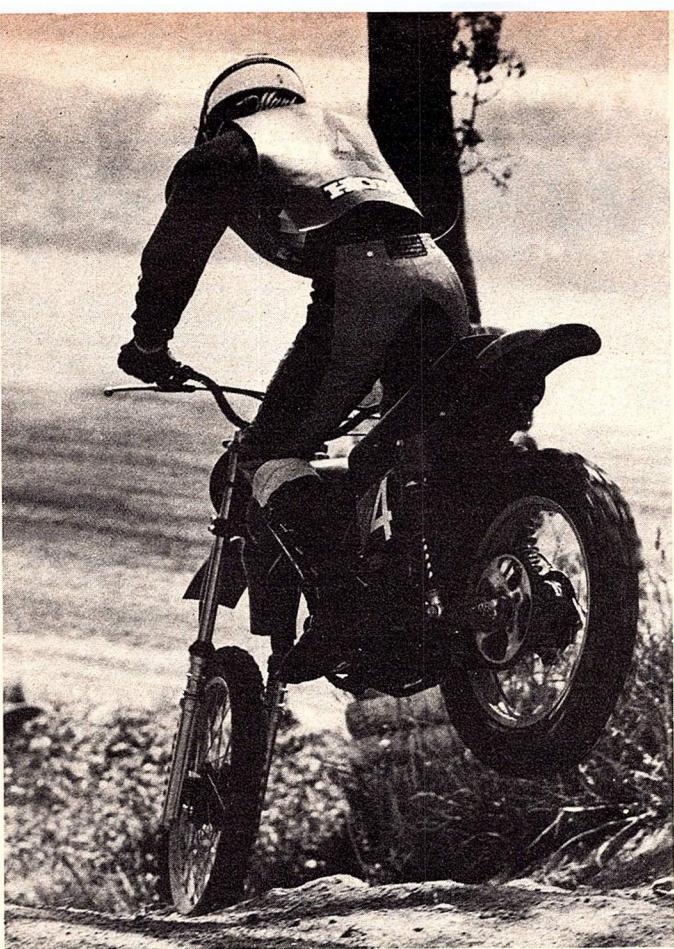
For the second year in a row, Marty swept both motos of the 125cc USGP held in Ohio. The American riders blew off the Europeans in this event, including Rahier.



Smith's holeshot of the Danish Grand Prix. (David Maltais)



Marty, the winner, shares the victory podium with Jiri Churavy (#2) and Italian Gilera racer Dario Nani (#3). Gaston crashed his brains out several times trying to stay up with Smith. (David Maltais)



Marty had a good lead on Rahier in the first moto of the Denmark GP, only to have his shocks go bad. Here, the hard tailed Honda tosses him off a Danish whoop. (David Maltais)



By the second lap of the Denmark GP, Marty had pulled out into the lead all alone, much to the delight of the European crowd who usually have to watch Rahier do victory parades around the track. (David Maltais)



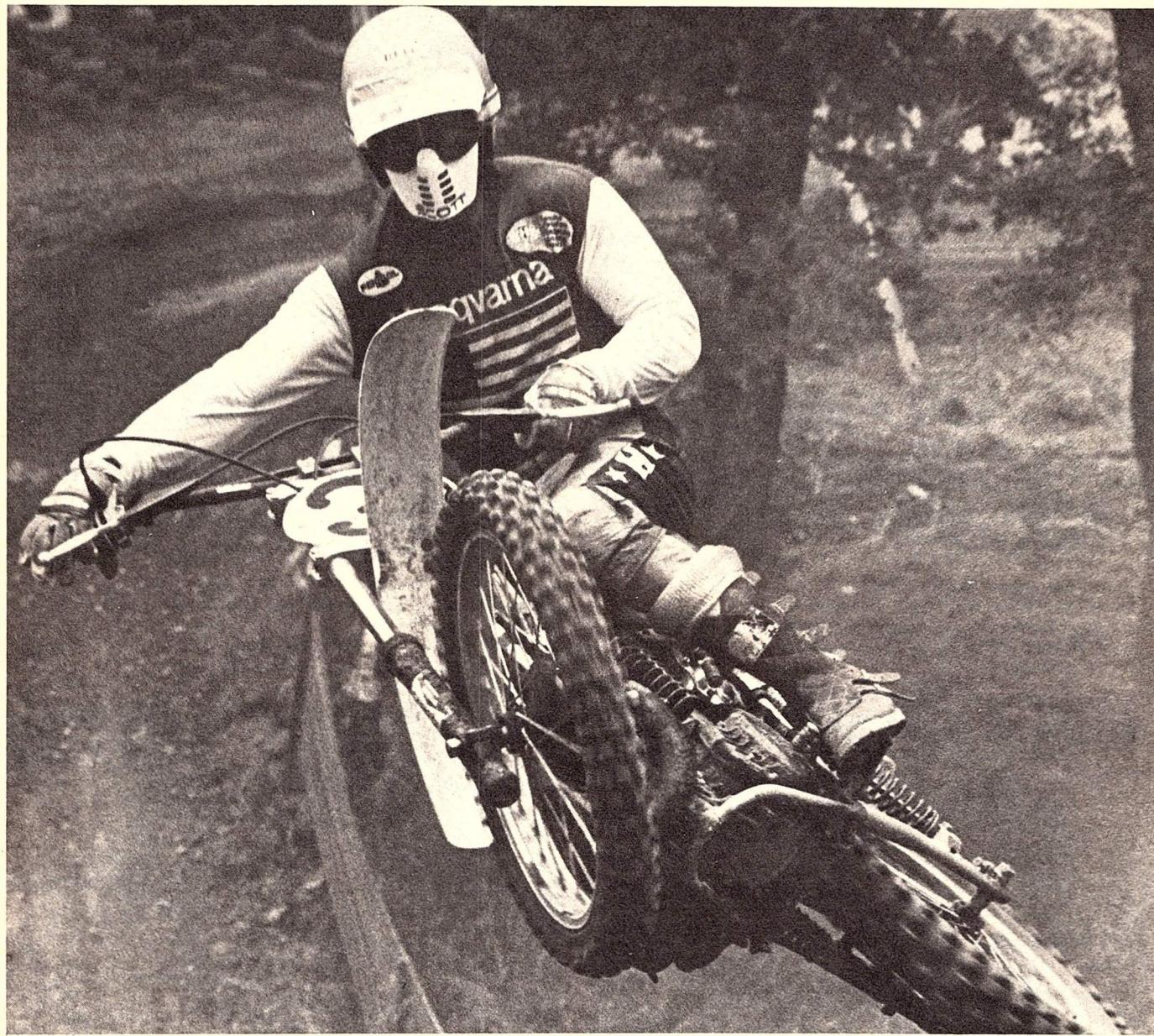
Dave Arnold (center) handled the wrenching duties for Marty when he rode in the U.S., and Jon R. did the tricks for the European GPs. Together with Marty at the Mid-Ohio USGP, they took the whole cookie. (Jim Gianatsis)



Gaston Rahier, the 29-year-old GP veteran, found his only competition in the form of a 19-year-old Marty Smith. (David Maltais) //

500cc National Champion

KENT HOWERTON



The Rhinestone Cowboy. (Susan Hoerman)

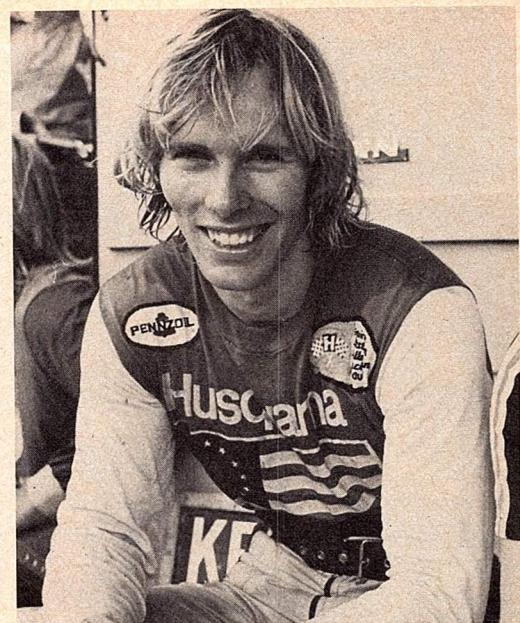
Kent finally got his first National Championship. The "Rhinestone Cowboy" flashed two wins in the first two races of the 500cc season and held the points lead throughout the Series. Kent wasn't assured of the Championship though, until the final event. It was a familiar position for Kent. In '75 he lost the 250cc Championship in the very last race, finishing second to Tony D. He had an outside chance at '75's 500cc title but blew that too, taking fifth. The '76 Supercross title was within easy reach, but he crashed. This time he

made it, and became the first new 500cc Champion in two years. Kent has ridden for Team Husqvarna for three years, and won the 1974 Trans-AMA Support class in his first year with the Swedish factory. Kent's been riding Huskies for longer than that, though, allowing him to completely tune in to the bike, unlike some riders who change brands almost annually. Eric Crippa, Kent's wrench, is also in tune to the Husky, and prepared a production model that works beautifully under the Texas flash.

Howerton is a strong, well-conditioned rider, oozing with talent. Racing is still fun for Kent; he throws his Husky around the track like a little kid gone crazy in an open lot with a minibike. This isn't to say Kent isn't serious, though, far from it. He gave Husqvarna their first National title since Mark Blackwell won it in '71. He finished fourth in this year's 250 Nationals and just won the opening round of the 1976 Trans-AMA Series. You don't beat DeCoster just for fun.



Howerton gets radical at Hangtown. He won there in '75. (Mark Simpson)



Kent Howerton

(Jim Gianatsis)



Consistency pays off and Kent is one of the highest placing consistent finishers on the circuit.

MARCH 1977



As more and more stadium races are added to the schedule each year, the serious motocross professional must be able to perform well under the lights. Kent did very well in this year's Super-

cross Series, with an excellent chance of actually taking the title, until a Superbowl spill ruined his hopes. (Jim Gianatsis)

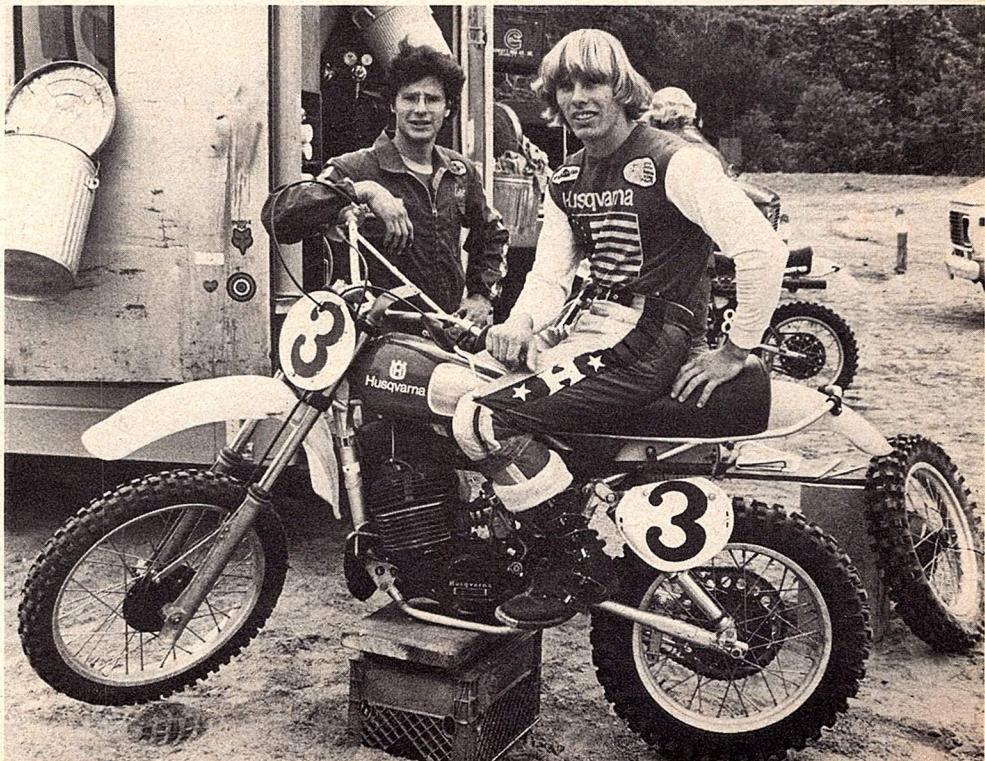
KENT HOWERTON



The Husky digs into some excellent Livermore mulch during last year's Trans-AMA. (Brian Franchini)



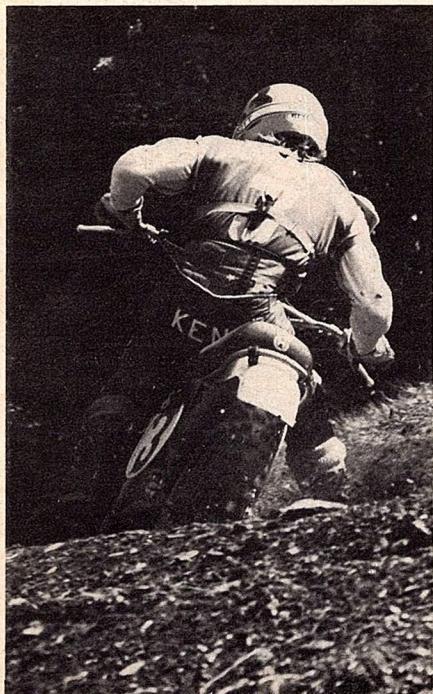
Some of his best moves come when everyone else is all tuckered out at the end of the moto. Kent just keeps charging. (Jim Gianatsis)



The factory Husqvarna prepared by Kent's wrench, Eric Crippa, is very close to the production models. Either that's saying a lot about the quality of the Husky or about Kent's incredible riding skills. (Jim Gianatsis)



1975 was a little disappointing for Kent as he almost snatched the 250 Championship. Being second made him try harder this year.



Howerton not only won the 500 National class, but also finished fourth in the 250 Series.

MARCH 1977

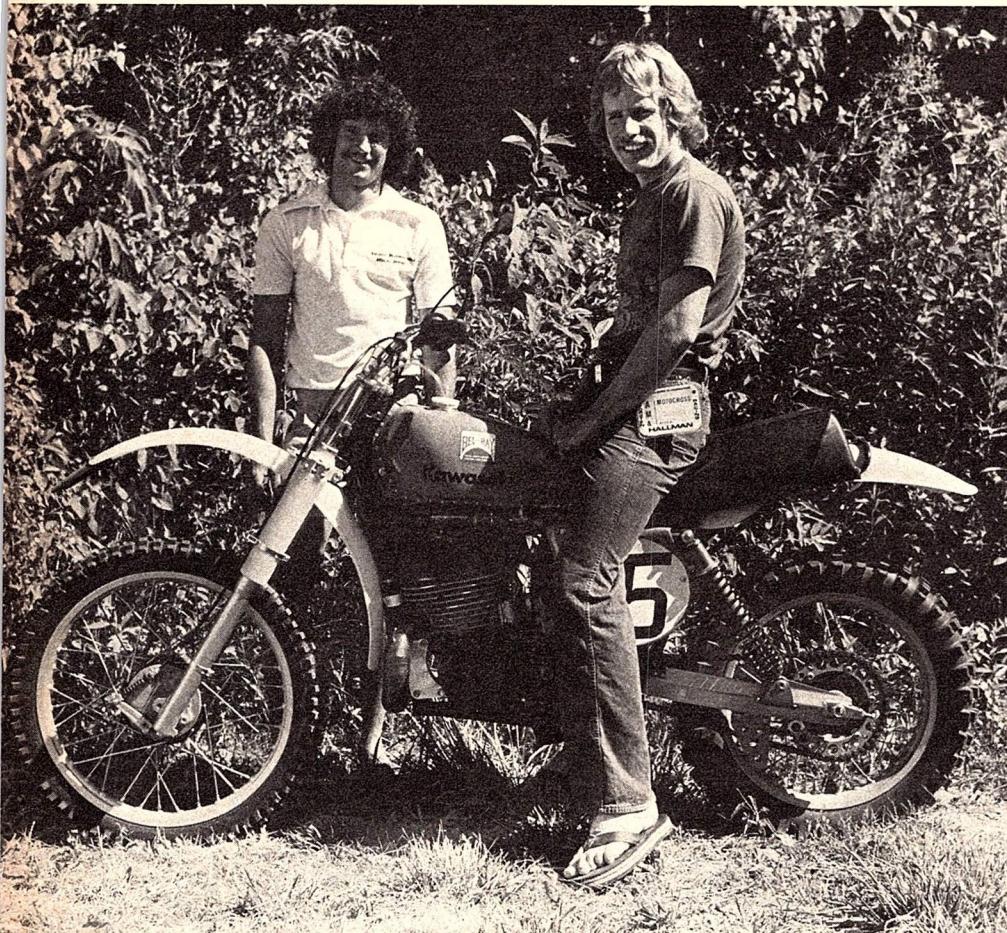


Howerton took the overall at the opening round of the 500 Nationals held in Mexico, New York. Defending Open

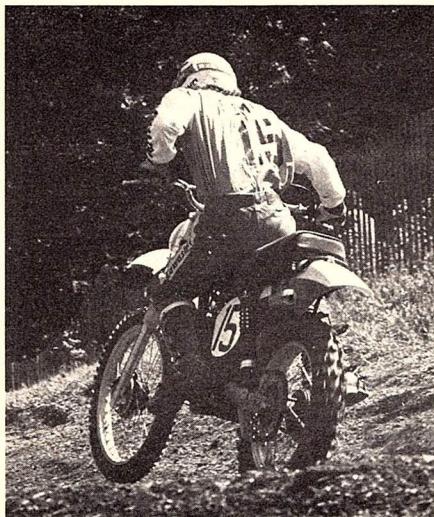
class champion Jimmy Weinert had his kneecap broken, making it impossible for him to defend his title. (Rik Paul) *III*

2nd Place, 500cc National

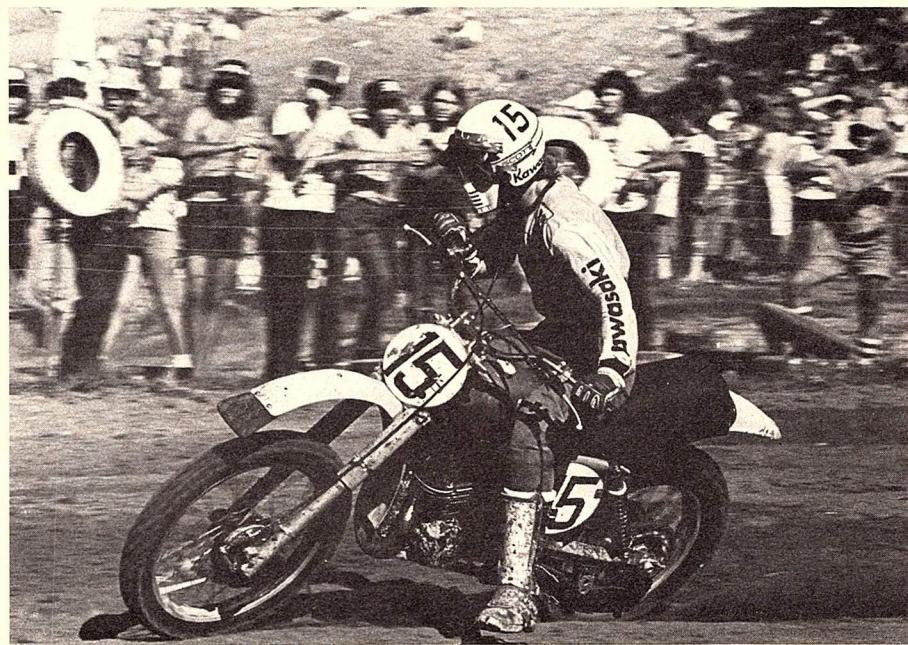
GARY SEMICS



Handsome Gary Semics, now living in Huntington Beach, California, teamed up with technician Rick Jones and Kawasaki for the 1976 season. (Jim Gianatsis)



Gary positions himself on the powerful 380 Kawasaki before calling up the full load of horsepower.



Much of Gary's speed comes from cat-like reflexes that will shoot his factory Kawasaki out of the turns in a big hurry. (Jim Gianatsis)

On any given day on any race-track in the land, this 22-year-old farm boy from the little town of Lisbon, Ohio, can be the fastest man in the race. He's won national championship events. He's won Winter Series events and Supercross events. He's won a Trans-AMA event. He's led three U.S. Grand Prixs. He's event raced against DeCoster and won. Yet the title of National Champion has eluded him for his five year professional career. This year, riding for Kawasaki he missed the prize by seven points in the final event. Watching him ride, it is hard to understand why he doesn't have ones painted all over his bike. His style is smooth and purposeful, his concentration is as focused as a laser beam and his speed is absolutely frightening. Careful training and a sensible lifestyle has honed his physical conditioning to a razor edge, and off the track he's the nicest guy you'll ever want to meet. Yet when the time comes to take the lead, Gary gets fixated. He only needs to make the final thrust that will put him on top. So, another almost season rolls by and he waits and we wait.

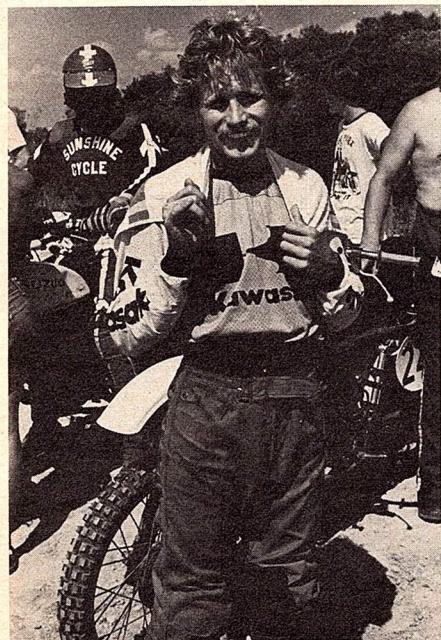
The master of the holeshot, Semics knows how to get the power to the ground. (Jim Gianatsis)



Even under pressure from world champion contender Brad Lackey, Semics maintains his cool. (Jim Gianatsis)



After his victory at the New Orleans National, Gary gets cooled off before putting the Lisbon Liplock on the trophy girl. (Jim Gianatsis)



Gary is one of the most personable of the riders and goes out of his way to treat other people well. (Jim Gianatsis)



At times he goes so fast that he looks like he's a little behind on his steering. (Buckley)

3rd Place, 500cc National

STEVE STACKABLE

As anyone who knows anything about motocross will tell you, nowhere in this country is victory more impressive than at the internationally famous Unadilla Valley Sports Center just outside of the hamlet of New Berlin in upstate New York. This track represents the most demanding, the most difficult and the most grueling motocross terrain the riders will race on during the season. Steve Stackable took the occasion of the August 1, 1976, 500cc National Championship event held at this facility to record his first ever national victory in a luckless five-year career filled with almosts-but-not-quites. To stay loose enough to win on this toughest of all tracks, Steve swims, skis and flies when he isn't taking care of the business of racing. Flies? Yes, Stackable is an expert hang glider and has stayed for more than an hour on many a flight. His sports reflect the communion he shares with the natural elements of earth, wind and water. Watching him capture the rhythm of the rolling hills of Unadilla gives any spectator a good insight as to where this man is coming from and where he is going.



Just like the 250 series, the Stackable-Thompson combination finished all but one moto of the championship. (Jim Gianatsis)



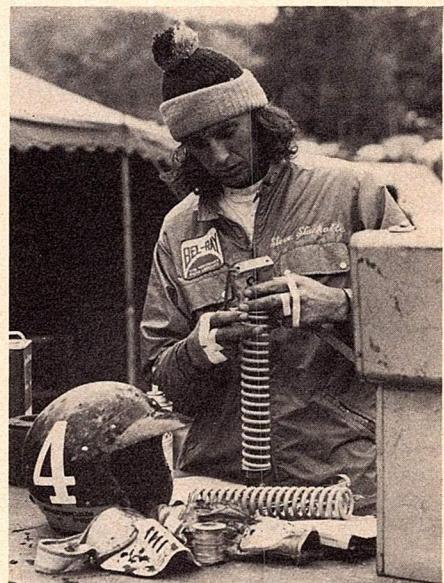
Steve, an expert hang glider, takes to flight fearlessly. (Jim Gianatsis)



MOTOCROSS CHAMPIONS



The handsome Texan uses his long legs to complement the long-travel suspension of his factory Suzuki. (Jim Gianatsis)



Four years spent riding privately sponsored CZs and Maicos gave Steve an outstanding technical background, a most important attribute to the well rounded racer.

Unyielding determination brought Stackable to a sixth overall finish at the Carlsbad U.S.G.P. after picking his bike up from the dirt of the first turn. //

250cc National Champion

TONY DiSTEFANO

For the second year in a row, Tony D. will wear the big, fat, number one plate in the 250 class. Tony still insists that he is an Open class rider, though. As a privateer on a CZ in '74, Tony almost took the National Open class title. Suzuki signed him on for '75 and the kid from Pennsylvania took command of the 250cc National class, taking the American MX scene by winning the 500cc Florida Winter Series, becoming the Champion of the 250cc National class, taking the last Inter-AMA Series overall by winning every race, and then going on to perform better than any American in a Trans-AMA Series ever, finishing third overall behind European teammates DeCoster and Wolsink. He won the last three races on the West Coast outright.

Tony continued his winning ways into '76, his second year with Suzuki, by scoring the overall again in the 500cc class of the Florida Winter Series. The big nineteen-year-old then went on to snag his second National title after a season of fantastic duels with Kawasaki's Jimmy Weinert in the 250cc class.

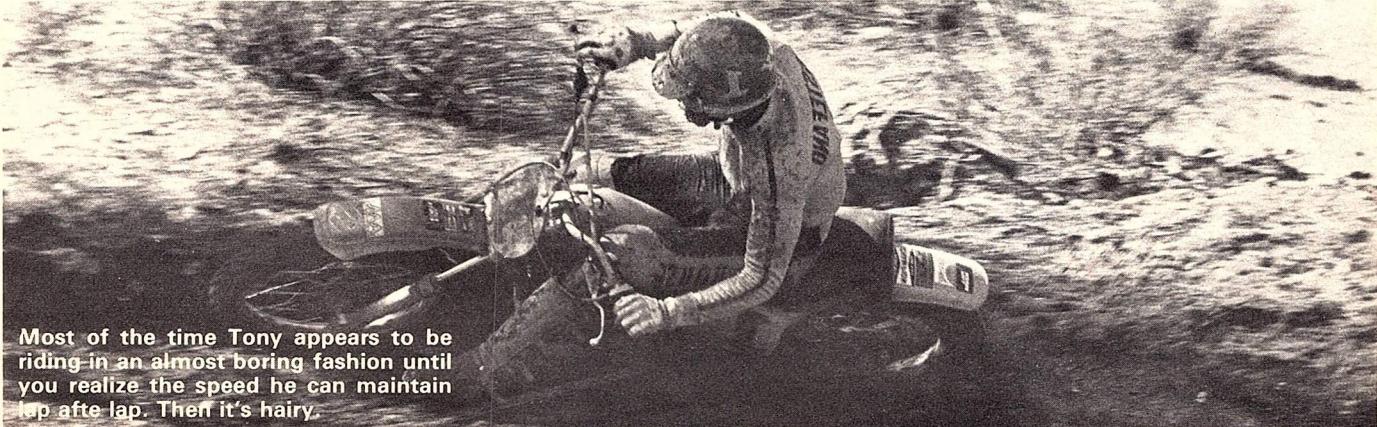
In the 500cc Nationals Tony took fifth, failing to perform up to his own standards in the class he loves. He followed the 500cc World Championship after racing in the USGP, going on to Canada, then to England, gaining valuable experience. Back on a 250, Tony took second in the L.A. Superbowl. After that he went over to Europe again to represent the USA in the Trophee and MX des Nations, for the third



Tony feels that mental preparation is just as important as physical conditioning. (Jim Gianatsis)

time in his career, leading the American team with the most points. When asked how he does it

all, Tony gives most of the credit to his wrench and best friend, Keith McCarty.



Most of the time Tony appears to be riding in an almost boring fashion until you realize the speed he can maintain lap after lap. Then it's hairy.



Neat special effort shot of the two-time 250 Champion by Jim Gianatsis.



Still very loyal to the folks that helped him out from the beginning, the Full House rider has emerged as one of America's big hopes for a World Champion. (Jim Gianatsis)

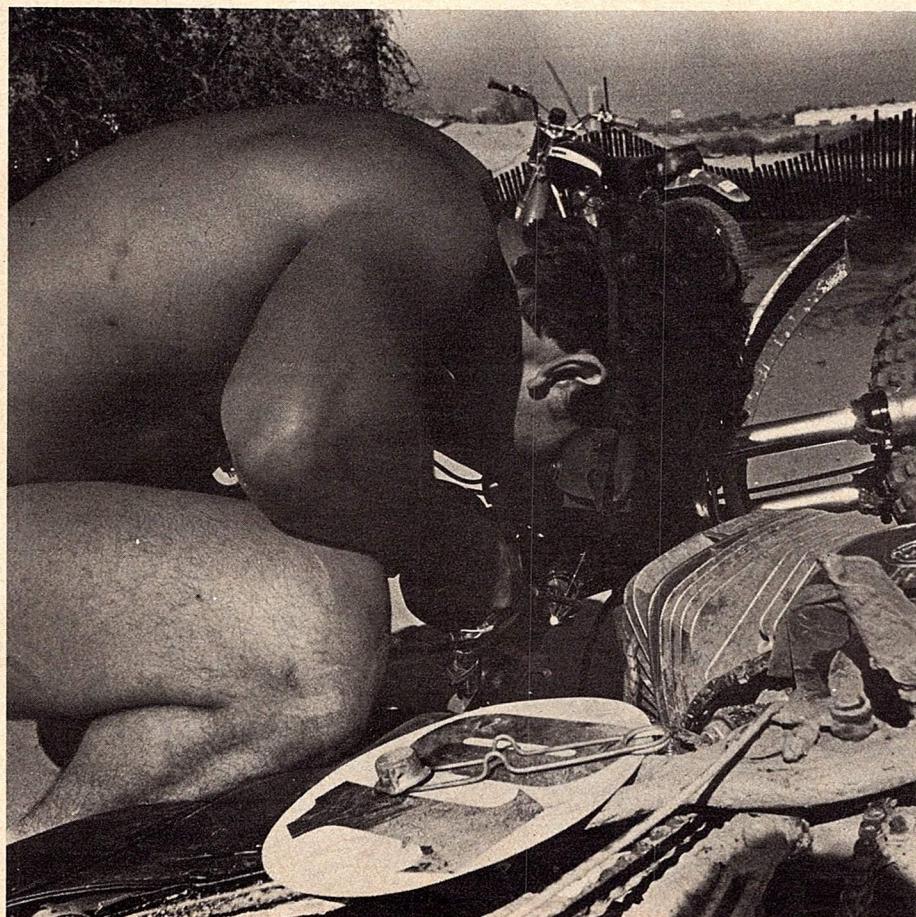


In the 250 National Series Tony always ended up out in front. If he crashed, he would just put on an incredible charge until he was back on top.

TONY D.



After his new open class Suzuki seized in the first moto, Tony D. came back to score his first 500cc National moto of the year at St. Louis. (Jim Gianatsis)



Tony used to do it the hard way like everyone else, and almost became a National Champion as a privateer in '74 when he was 17.



The top placers in the 250 National class, with Tony on top of the heap. (Jim Gianatsis)

Opposite page: The excellent form of American 500cc National Champion Kent Howerton. (Paul Boudreau)

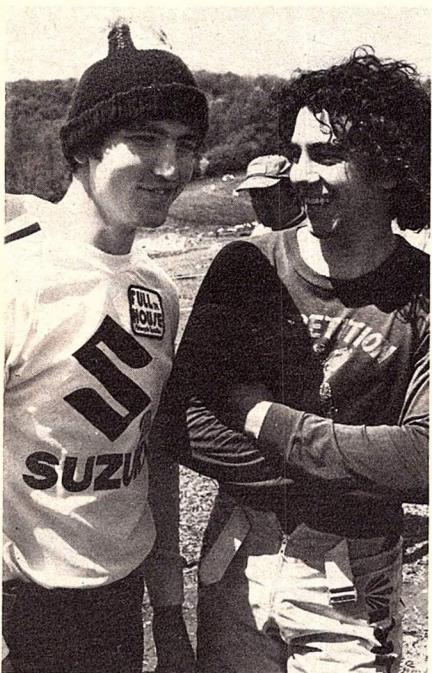




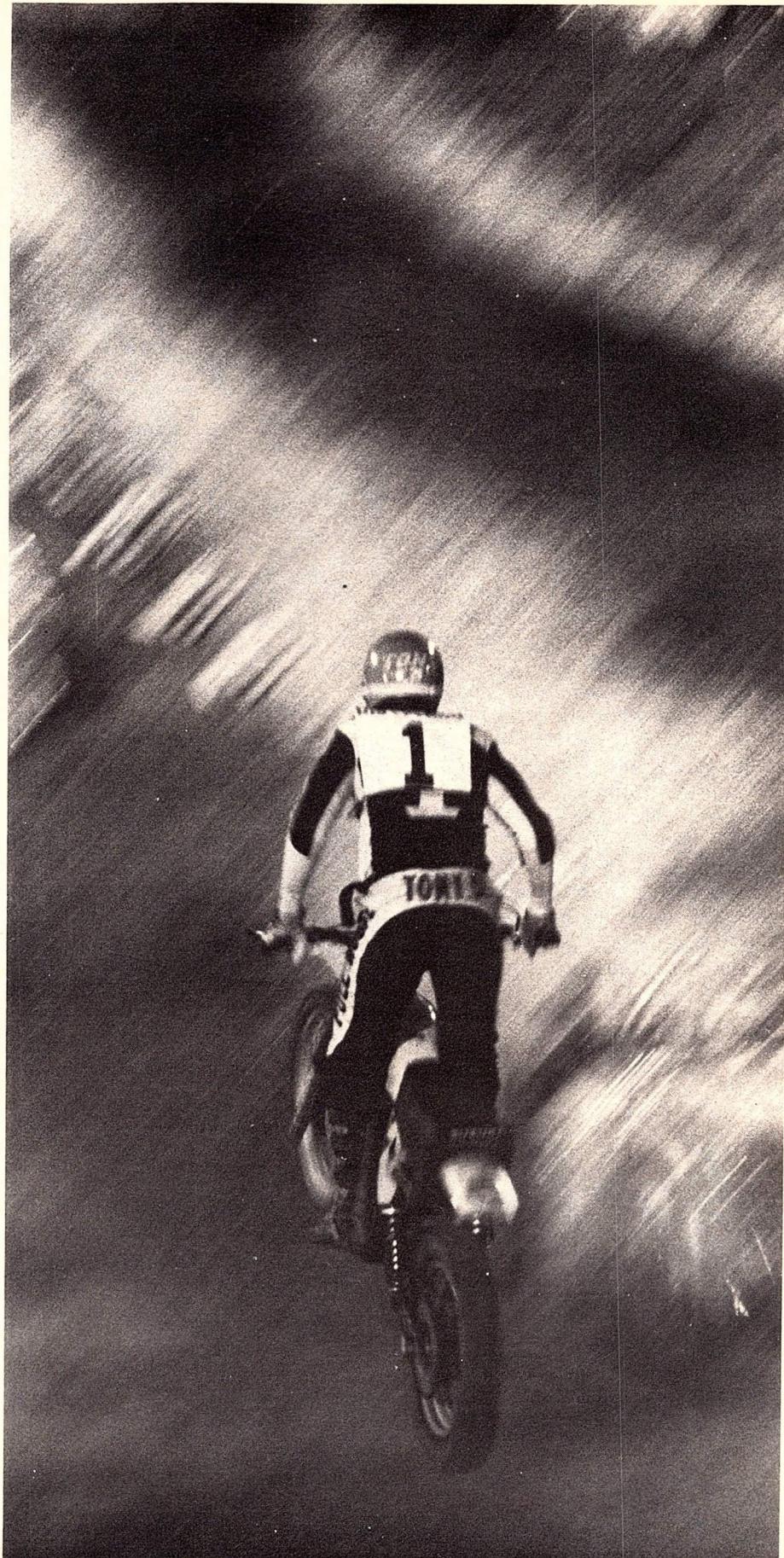
TONY DISTEFANO



Tony and wrench Keith "Cheese" McCarty have one of the best rider/mechanic relationships on the circuit. (Jim Gianatsis)



Tony D. jokes around with his Suzuki teammate, Billy Grossi . . . something about triple clamps breaking? (Jim Gianatsis)



Tony jumps into the neon madness of the fifth annual Oly Bowl of Motocross, where he took second overall. III

Opposite page: The IWMA National Champion, Sue Fish. (Paul Boudreau)

2nd Place, 250cc National

JIM WEINERT

Jim Weinert has come a long way from the old days. He and his father Al used to load up a pair of chrome-pipe CZ's in the back of their International Carryall early on Sunday mornings, and drive from Al's junk dealership in Middletown, New York, to do battle against Bruce Maguire and the forces of New England's outlaw scrambles organization. In those days when the brash young Weinert got the lead, which he usually got, it was wheelie time. Not little power wheelies out of the turns, but long, frightening, balance point wheelies all the way down the straights and sometimes around the turns when he could manage it. That's the way he won the New England number one plate for a couple of years. Now he's got two National Championships under his belt. The wheelies are gone but the brashness and flamboyance are still in "The Jammer" as he likes to be called. This year a fractured kneecap suffered only a week before he could have iced his third title finally took the wind out of his sails. Next year he vows he'll be back, "better than ever." Seeing how he wins races, could such a thing be possible?



When "The Jammer" is loose, relaxed and on the gas like at the 1976 Phoenix National, there aren't many who can touch him.



With veteran Kawasaki mechanic Steve Johnson minding the hardware, Weinert gets psyched up for the start of the race. (Jim Gianatsis)

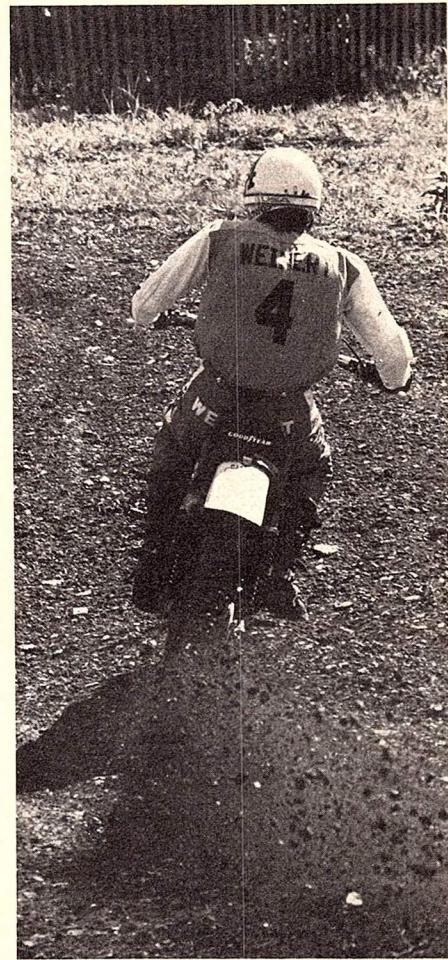


His first ride with Kawasaki three years ago found him on the notorious "Big Green," a somewhat ungainly 450 that liked to occasionally vault its rider into the snow fences.



The 1976 Kawasaki 250s and 380s are probably near to being the best machines on the track. Weinert put the

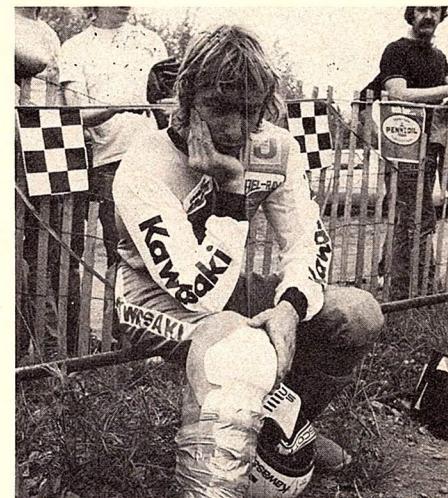
versatility of his new bikes to good work winning the Stadium Supercross Series.



Weinert was devastating in the 1976 season before his injury. Few riders in the 250 class saw anything more of him than the back of his number four jersey.



A tough, aggressive rider, Weinert projects far ahead of his bike scoping the fast lines.



The one picture that says a thousand censored words. An injured knee late in the 1976 season stopped his chances for a third national title and perhaps a double championship. (Jim Gianatsis) 

3rd Place, 250cc National

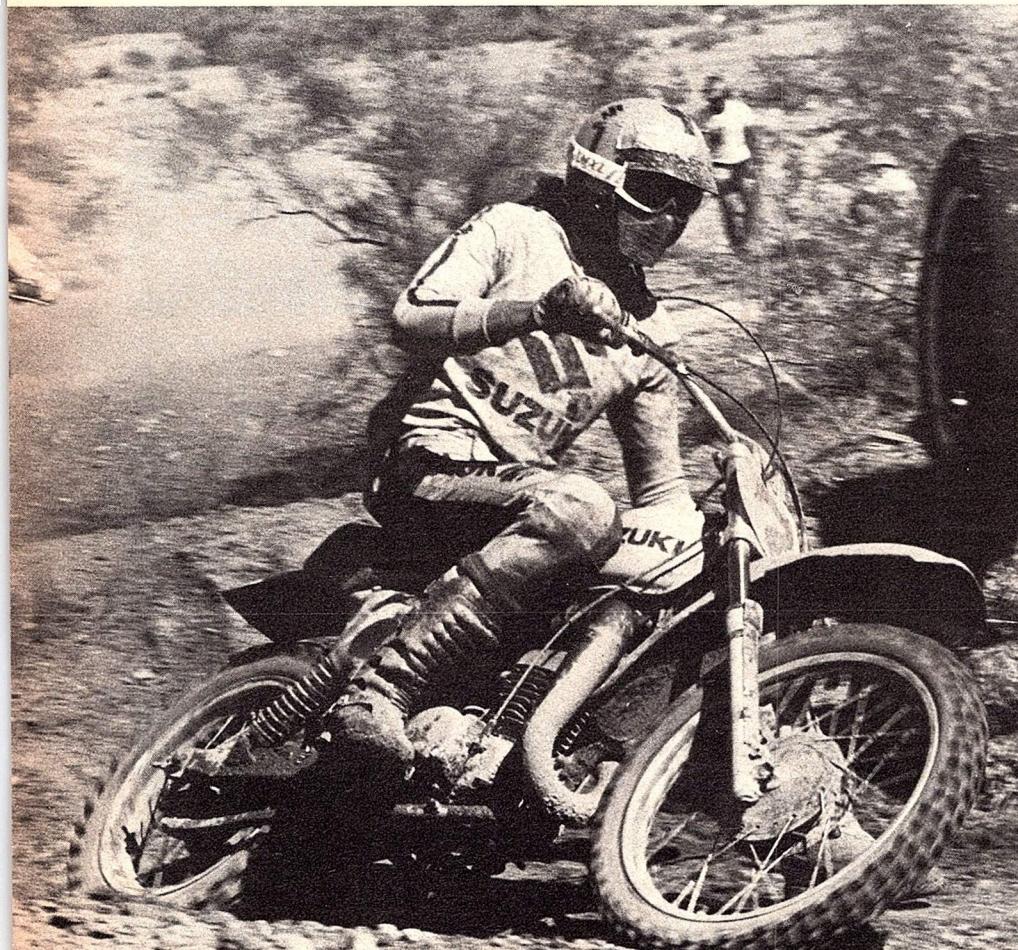
STEVE STACKABLE

After riding Maicos for two years on the National Championship and Trans-AMA circuits and coming ever so close to winning a title, but never scoring a major victory outside of the 1975 Supercross Series, this 21-year-old athlete from Austin, Texas, signed on with Team Suzuki for the 1976 season. Finding some difficulty adjusting to the hyper factory Suzukis after so long on the mellow Maicos, Steve nevertheless managed to put together a second in the Winter AMA 500cc series, a third in the 250 National Championship series, and a third in the 500 National Championship series. At



Reflecting the night lights of stadium motocross in his starry eyes, Steve prepares to discuss his 1975 Supercross Series victory with announcer Larry Huffman.

the Hang Ten U.S. 500cc Grand Prix at Carlsbad, California, Steve came from dead last in the final moto to score an impressive sixth overall against the best racers in the world. Even these outstanding finishes in his first year with Suzuki do not fully measure his riding excellence. He's a smooth and controlled rider who rarely gets off or tires. Setting a fast and determined pace at the beginning of each moto, he holes it to the end, assuring good, consistent finishes. His success is a tribute to a strong dedication to training and practice over an eventful five-year professional career.



The Texan dissects a motocross course like a skilled surgeon, using his lanky body to best advantage, gaining leverage on his light, powerful Suzuki.



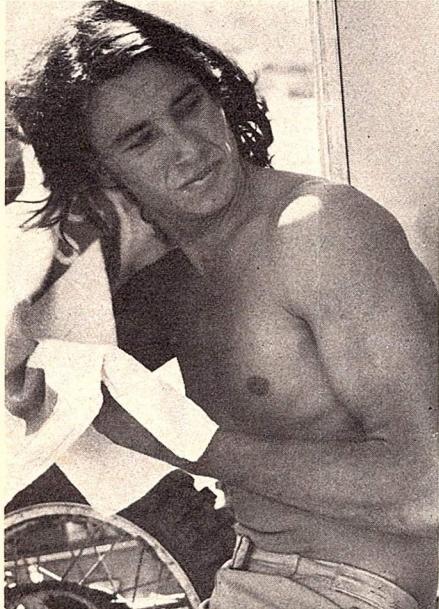
Steve rides well in the mud and finds himself most at home on the hot and humid Texas tracks. (Pete Szilagy)



Stackable guides his bike like a road racer and less experienced riders like Bob Hannah (39) strive to copy his style.



At the age of 16, Steve won the first race he ever entered.



Steve keeps in fine shape and although never seriously injured, a torn knee cartilage suffered late in the 1976 season kept him from seriously competing in the Trans-AMA.



Former Maico mechanic Bernie Thompson went with Steve to Suzuki and the pair finished all but one moto in the seven race series.



With three years as a privateer and two years under factory sponsorship, Stackable is the most experienced member of Suzuki's strong motocross team.

125cc National Champion

BOB HANNAH

This season Yamaha International took a big chance and signed an unknown Southern California hot-shoe. The nineteen-year-old from Whittier, California, had been riding motorcycles only two years and although he had chalked up a string of impressive victories in local races, he was virtually untried in national competition. Their gamble paid off. Bob Hannah wrestled the 125 National Championship from Marty Smith, who had kept in the personal property of Honda for two years, and handed it to Yamaha. Riding a special experimental water-cooled version of the Yamaha monoshock, Hannah soundly trounced Smith and won all but two events on tracks he had never before seen. Of all the riders, Hannah is the most arrogant and the most aggressive, and more than anyone else, hates to lose. Thus he has earned the nickname "Hurricane." One thing is for certain: Yamaha spelled backwards is ahamay, but no matter how you look at it, Hannah is Hannah.



Although he's a terror on the track, Bob is well liked by the other riders.

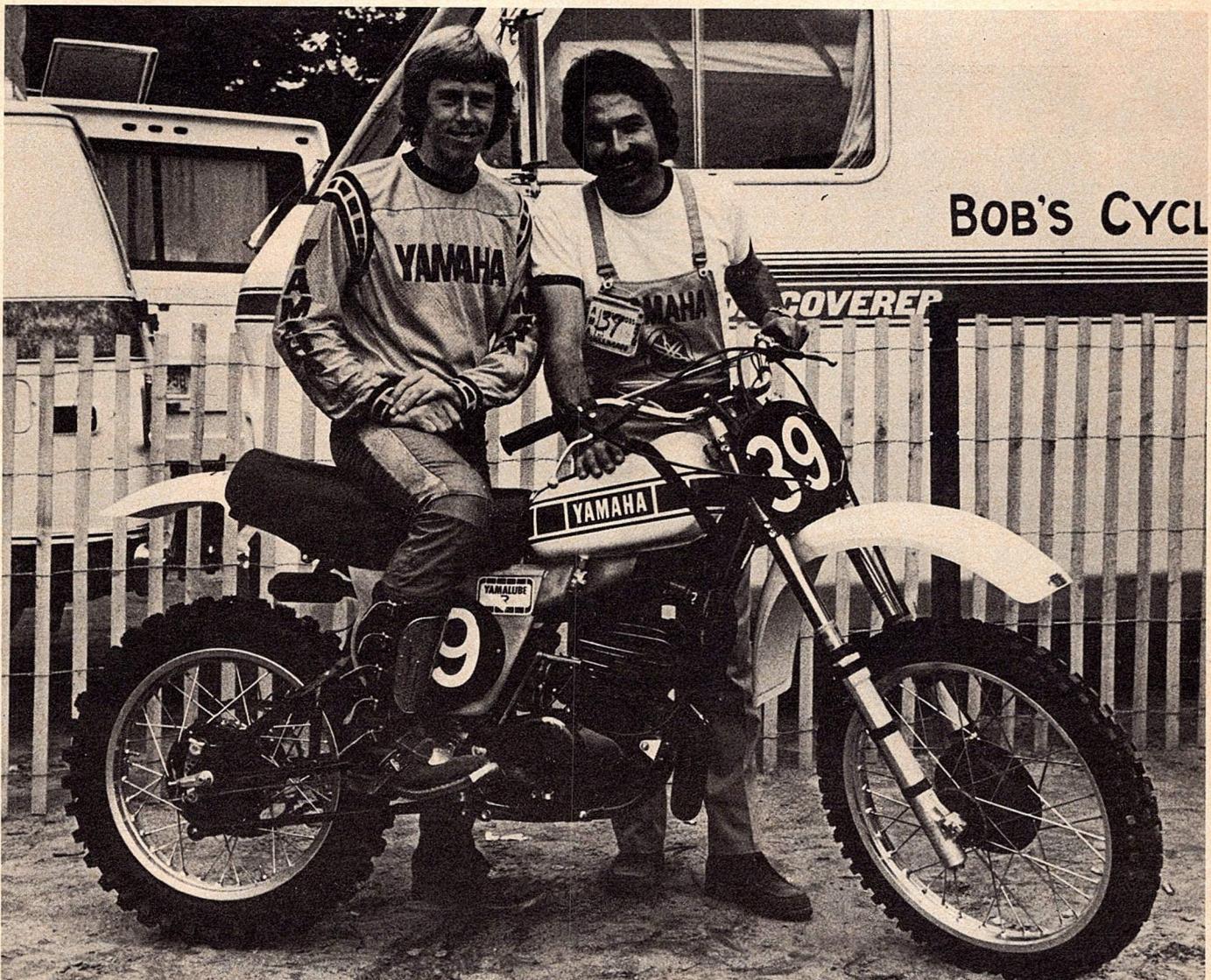


He led both motos of the U.S. 125 Grand Prix at Mid-Ohio but fell victim to Marty Smith in the end.



Feet up into a sandy berm. Bob Hannah's perfection is the result of something other than years of hard work and dedication. It's just there. (Jim Gianatsis)

BOB HANNAH

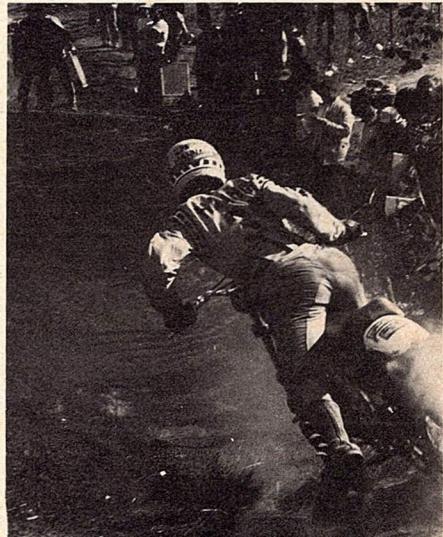


A tough combination: Rookie Bob Hannah, three-time National Championship mechanic Bill Buchka and the Yamaha factory racer. (Jim Gianatsis)

If he gets sideways, you can figure it was the bike that got out of shape, not him. (Tom Riles)



Native to the hard clay tracks of Southern California, Hannah learned about sand riding by sweeping the Winter AMA series in Florida. (Buckley)



Opposite page: Winning the American 125cc National Championship on his first try in 1976 was California's Bob Hannah. (Jim Gianatsis)





BOB HANNAH



Hannah is a natural. He rides a bike like he was born on it. (Jim Gianatsis)



Opposite page: Marty Smith won his second U.S. 125cc Grand Prix at Mid-Ohio battling 125 Champion Bob Hannah all the way. (Jim Gianatsis)

Setting his jaw, Hannah sets up for a tight turn ahead of Smith.

2nd Place, 125cc National

MARTY SMITH

For two straight years Honda factory rider Marty Smith was absolutely unbeatable in the 125 class. Nobody could match the skill, speed and daring the young rider from San Diego exhibited out on the track. Both years he had completely, totally dominated the 125 Nationals, screaming around the track at a pace no one could come close to matching. The dramatic battles and passes were always for second. And when the Europeans come to town for the first 125 U.S.G.P., he blew them off too. It seemed to many that it would be a long time before anyone could learn how to ride a 125 faster than Marty.

After his cakewalk of a Championship, Smith switched to the Open class and finished the '75 Trans-AMA Series in fourth overall. When the 125 Nationals started up again in the spring for the 1976 Championship, things were different. The class was invaded by several riders who were going the same speed as Smith, and for the first time in that class, Marty had found some competition. He accepted the challenge with pleasure, finally finding someone to test his limits, to push him to go faster. Finally having someone to actually race against.

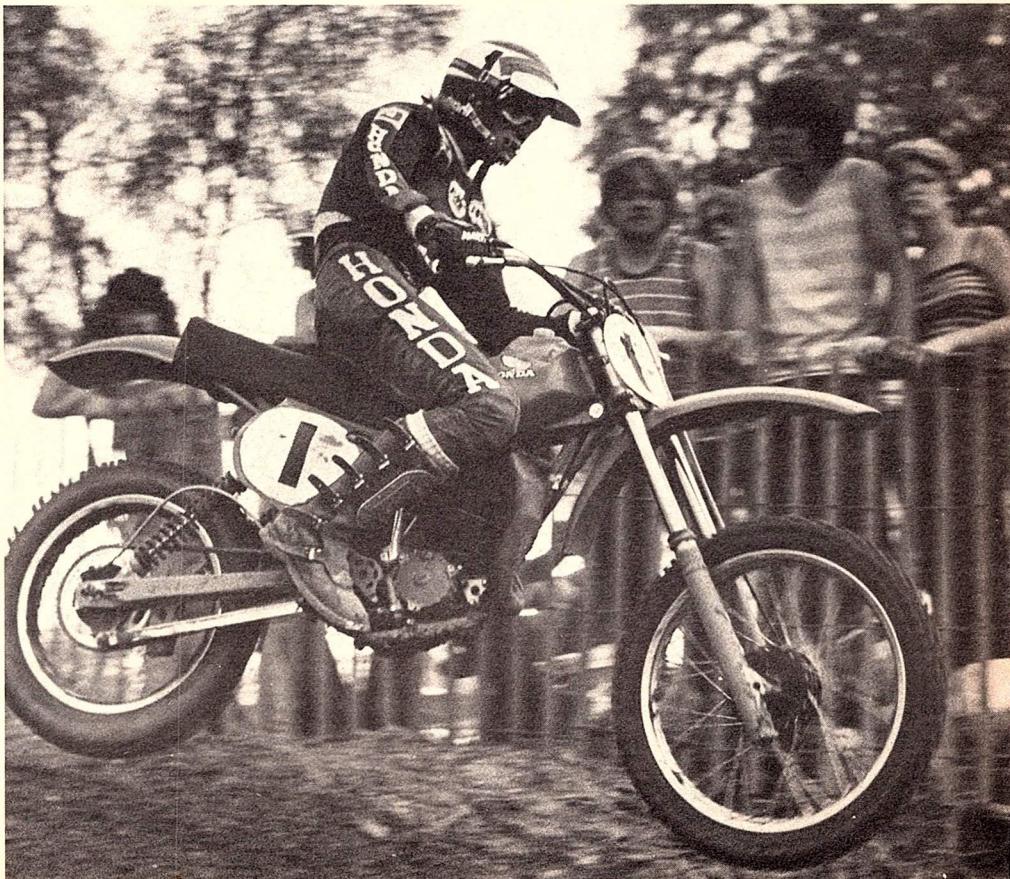


Marty Smith

(Jim Gianatsis)



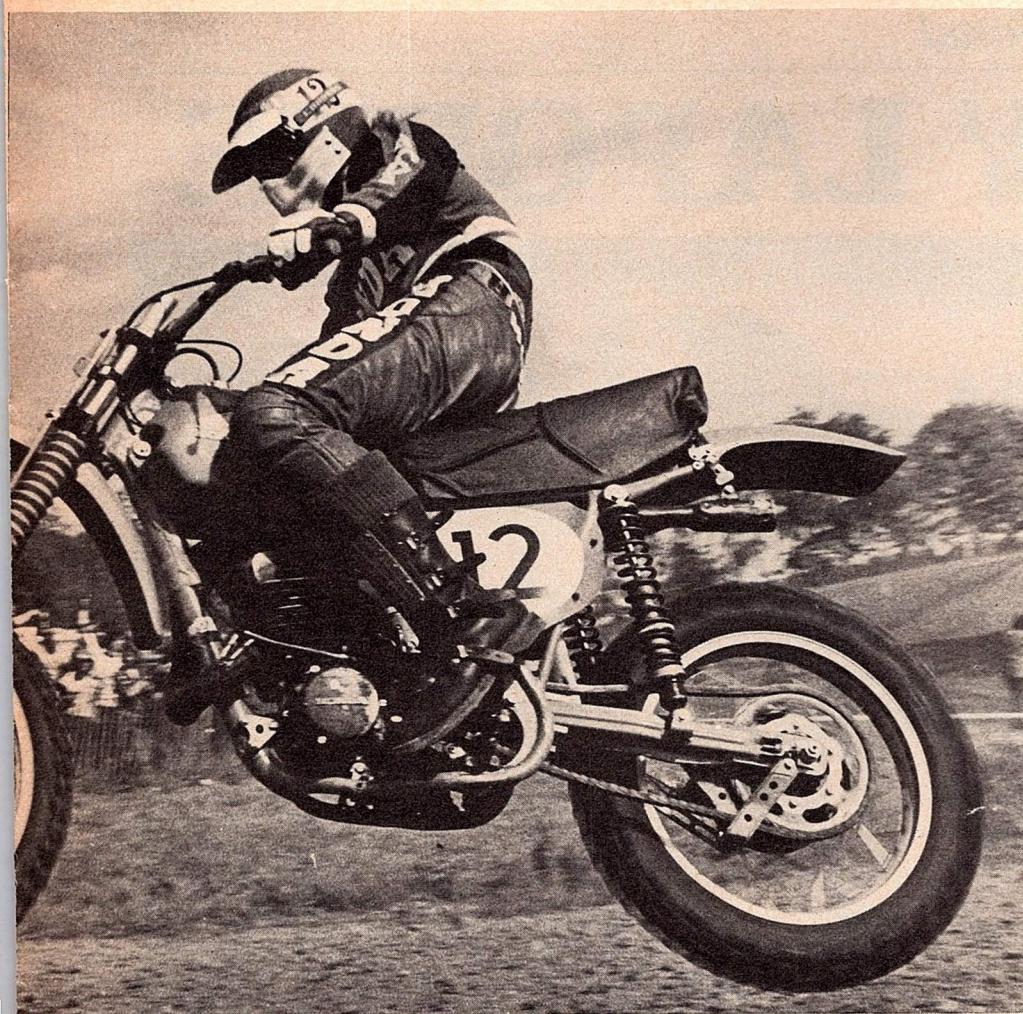
After riding on last year's model for most of the season, Honda gave Marty a brand new Type II near the end of the Series.



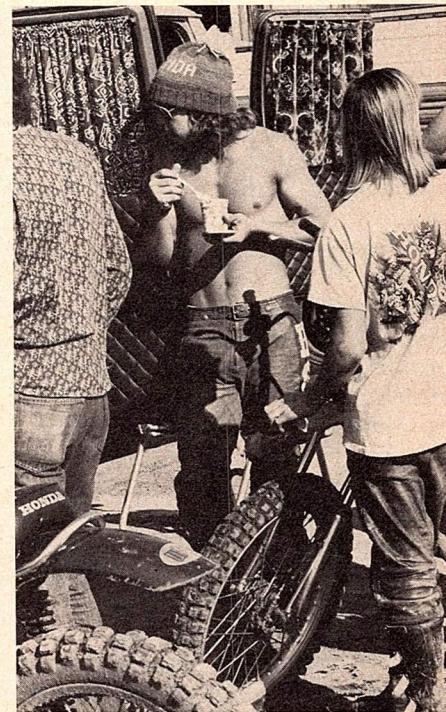
(Jim Gianatsis)



MOTOCROSS CHAMPIONS



Unlike most riders, Marty can use his wide-open 125 racing techniques on an Open class machine. That style earned him fourth overall in his first attempt at the International Trans-AMA Series in '75. (Jim Gianatsis)



Marty loafing around the pits between motos.



The most amazing thing at the National season's opener at Hangtown wasn't that Bob Hannah had won, but that Marty Smith hadn't. (Ken Minell)



It seems that Marty actually enjoys riding on the ragged edge, testing his bike and himself to the very limits. *W*

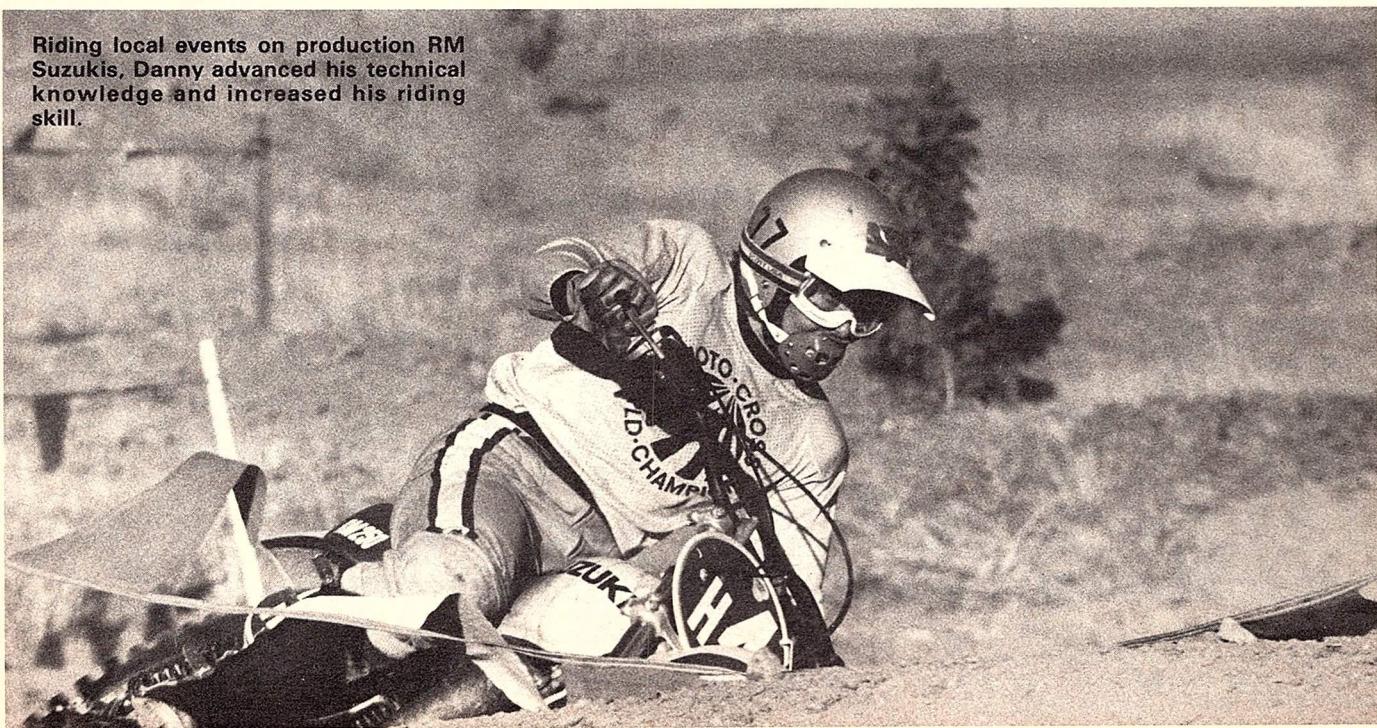
3rd Place, 125cc National

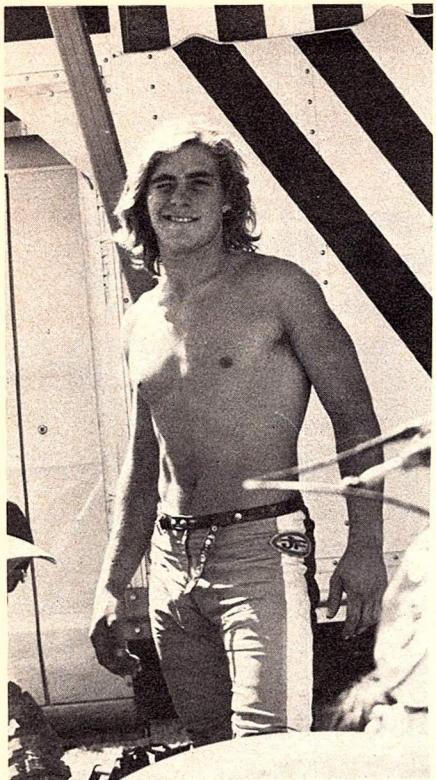
DANNY LAPORTE

This 19-year-old surfer from Torrance, California, is the newest member of U.S. Suzuki's factory motocross team. He signed as a rookie at the beginning of the 1976 season to contest the 125 Nationals and handed Suzuki overall victories at the final two events in Houston and New Orleans. The wins vaulted him to third place in the final standings, just one point shy of second. Danny cuts the classic profile of fair-haired, good looking, athletic teenager from SoCal, and his trim 5'8", 165 pound frame follows the lines of the World Champion, Roger DeCoster. Indeed DeCoster, who travels with La Porte when in the U.S., has taken a keen interest in the youngster's style and sees Danny as part of a future generation of great racing stars. If his performance in the '76 Trans-AMA Support series is any indication, La Porte is on his way to that destiny. At the Red Bud Trans-AMA in Buchanan, Michigan, Danny scored a double win over series leader Rich Eierstedt while teammate DeCoster copped the International victory. All told, a most impressive rookie season.



Riding local events on production RM Suzukis, Danny advanced his technical knowledge and increased his riding skill.





Danny knows keeping in good physical condition is an important part of racing and he follows a rigorous training schedule.



At the U.S. 125 Grand Prix at Mid-Ohio, La Porte (14) was running fifth in the final moto when he misinterpreted the flags and pulled into the pits 200 meters short of the finish. A big lesson learned in his first international competition.



Danny won the final two events of the championship to place third in the overall standings.

Weinert wins

SUPER STADIUM SERIES



The Jammer thought he had it made. He had taken the lead in the newly expanded Supercross series, hoarding the most Supercrosser points, and he figured he was a shoe-in for the overall. After all, he was the Jammer, he should have no problem winning the last event and taking all the Superbucks. But the intermission between the next to last race at Pontiac Stadium and the

final event at the L.A. Coliseum's Oly Bowl was a long one. Enough for Jimmy Weinert to give Tony D. a run for the money in the 250 National Series and long enough for the D. to give Weinert a big rock in the knee, right where it counts. While most everyone was counting the Jammer out, Weinert was at home trying to make his financially disastrous crushed knee heal faster.

By the time the dirt went in and the lights went on in the Oly Bowl, Weinert still wasn't completely healed. Still, he was going to go for it. In the true "no matter how bad it hurts I'm still gonna race" attitude of the professional motocrosser, the Jammer suffered through a night of immense pain and, still going WFO as always, clinched the Supercross Championship. WFO

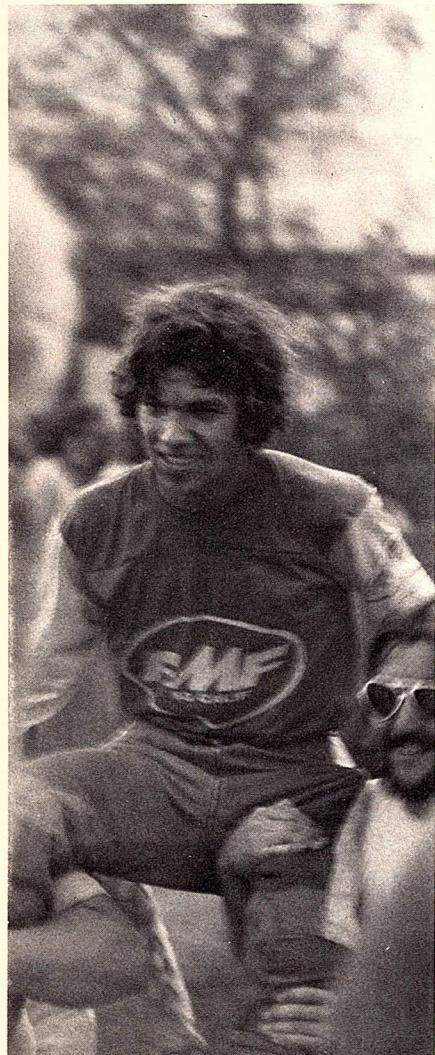


McCollough, Perkins, Appleton

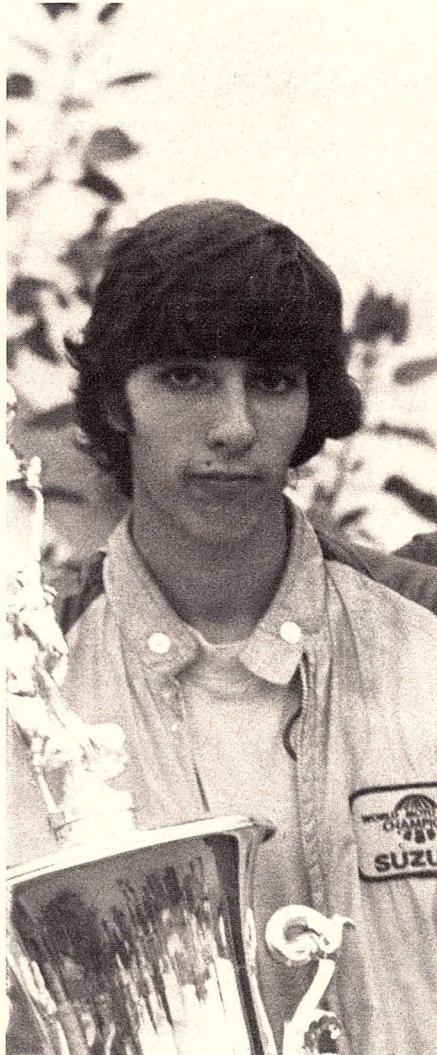
AMA AMATEUR NATIONALS

AMATEUR CHAMPIONS

Class winners in the 1976
Can-Am National Amateur Moto-
cross Series



125cc
William Ferrell McCullough
Beltsville, Maryland



250cc
Tod Perkins
Duncan Falls, Ohio



Open
Ken Appleton
Clarksville, Tennessee

Sue Fish flies farthest

I.W.M.A. NATIONAL CHAMPION

The women have their champion, too, and for 1976 the number one lady was Sue Fish. This exciting 18-year-old parts girl from Monterey Park, California, has left no doubt in anyone's mind as to who is "The Woman" in motocross racing. She swept the 1976 National Championship winning three of the four 30-minute motos and scoring one second in two displacement classes all in one day! On her Crown Cycle of Rosemead sponsored Yamaha, she electrified those who came to watch with outrageous powerslides, full lock clickers over the jumps and an occasional wheelie. Since then she has won the IWMA (International Women's Motorcycle Association) night series at Ascot, the Can-Am Women's Invitational at Carlsbad and a bunch of women's money races. Even against the men she holds her own and has been the cause of more than one guy landing on his ego trying to stay with her. No wonder they call Sue "The Flyin' Fish."



Sue won her first major event at the 1975 Superbowl Women's Trophy Dash.
(Marcia Holley)



In top physical condition, Sue bottoms out her Yammie going WFO through the whoops with no ill effects.



When she can get time off from her job at Crown Cycle in Rosemead, California, Sue likes to help out MOTOCROSS ACTION with the test bikes.

Mike Bell and Mike Trips

AMA FOUR-STROKE NATIONAL



Former CMC number one and hot SoCal 125 Pro, Mike Bell, has learned to control the power and fury of the big four-stroke single with a great deal of firmness.



Little Trips on the big bike.



Mike Trips, Marty's younger brother, tried out a 250 CCM at the four-stroke race and came away the winner.



The 440cc Long Beach Honda was built and prepared by Bill Bell, Mike's dad. You should see what he can do to an XR75.



AMERICANS ABROAD

Everybody has known about Brad and Jim, America's only two full-time world circuit riders, for several years now. In 1976 Honda sent both Marty Smith and Pierre Karsmakers overseas for as many rounds as possible, giving their American schedule first priority.

Both of the full-timers upped their placings in 1976. Brad's three years on the foreign circuit have netted him a tenth, then a sixth before his fifth last year. Pomeroy has gone from 14th to seventh to fourth. Jim won two motos last year, at Poland and Italy, while Brad won a moto in Finland. Both Pomeroy and Lackey continue to forego the glory and the bigger bucks pursuing national championships over here to follow the European circuit. Brad did win the U.S. Open title back in 1972, Jim

has not won a national title. But he did make a big splash at the beginning of his world career, winning the first Grand Prix he ever rode, fittingly enough in Spain, "down the road apiece" from the Bultaco plant.

Marty Smith's flights were enough to earn him third in the world with partial participation. While some tend to dismiss his four straight moto wins in the U.S. 125 GP the last two years because it isn't "real" motocross, they didn't have much to say when the bionic motocrosser smoked The Man himself, Rahier, with moto wins in Italy and Denmark.

Karsmakers, who won the Canadian GP in '75 with two seconds, produced a moto win in Italy last year, aboard the all-red Type II RC.

In pursuit of the leaders, Karsmakers catches a roost. (David Maltais)



Brad Lackey, riding his third year for Husqvarna, recorded his best season ever. (David Maltais)

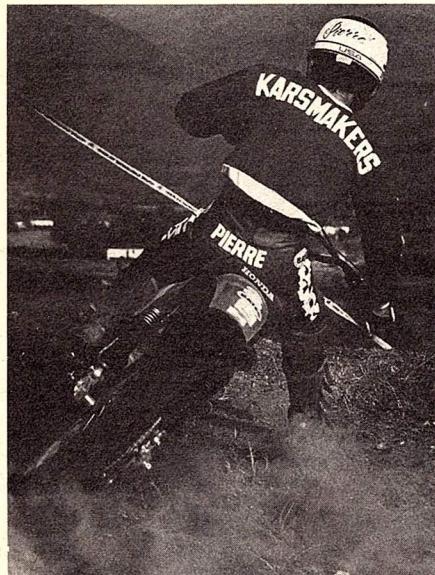
Brad Lackey and Jim Pomeroy. And Marty Smith, Pierre Karsmakers and Tony D.



With Honda mechanic Steve Whitlock, Pierre introduced the new "Type 2" production prototype. (David Maltais)



With American mechanic Arne Beamon and Spanish technician Rubio, Bimbo wages his wars. (Jim Gianatsis)



This was all anybody saw of Pierre after he holeshot the first moto of the Italian Grand Prix. (David Maltais)



Brad has learned the economy of movement and determination of his European competition. (David Maltais)



Karsmakers prides himself in being an excellent physical specimen and works hard to maintain his condition. (David Maltais)



Brad's wife Lori spent the season preparing her husband for the motos and preparing herself for the first Lackey baby. (David Maltais)



Pomeroy came back from a serious knee injury to compete with the leaders of the 250 World Championship. (David Maltais)



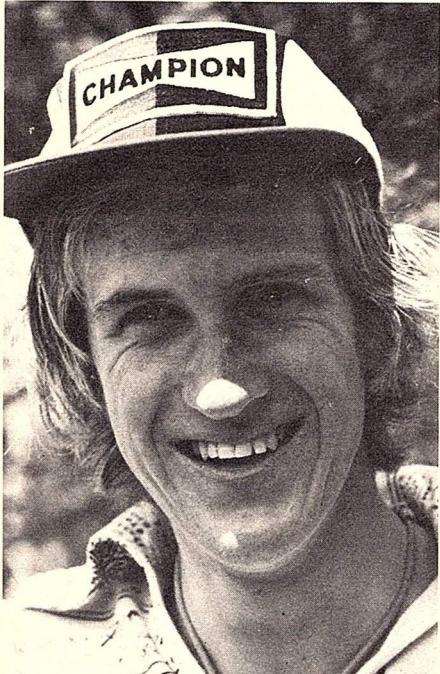
Bad luck this season kept Lackey from doing better than he did. (David Maltais)

Tomorrow's stars

COMERS

Never before in recent years has anyone burst onto the International GP scene with such fury as 19-year-old Graham Noyce. The British youngster quickly demonstrated his ability to run with the best by giving the leaders of the 500cc World Championship class — usually reserved for the very seasoned — a real go of it. It's not often that one as young and as fresh as Noyce can match the fantastic pace of men who have dedicated their lives to the

pursuit of the number one plate. Graham has emphatically demonstrated that he can beat them, but occasionally his inexperience gets the better of him, and he suffers the grim consequences at full GP speeds. In his first World Championship season racing for the Maico factory, Graham has proved he is one of the top contenders for the title, placing fourth behind DeCoster, Wolsink and Weil. For Graham, there are many seasons to come.



Graham Noyce of Great Britain

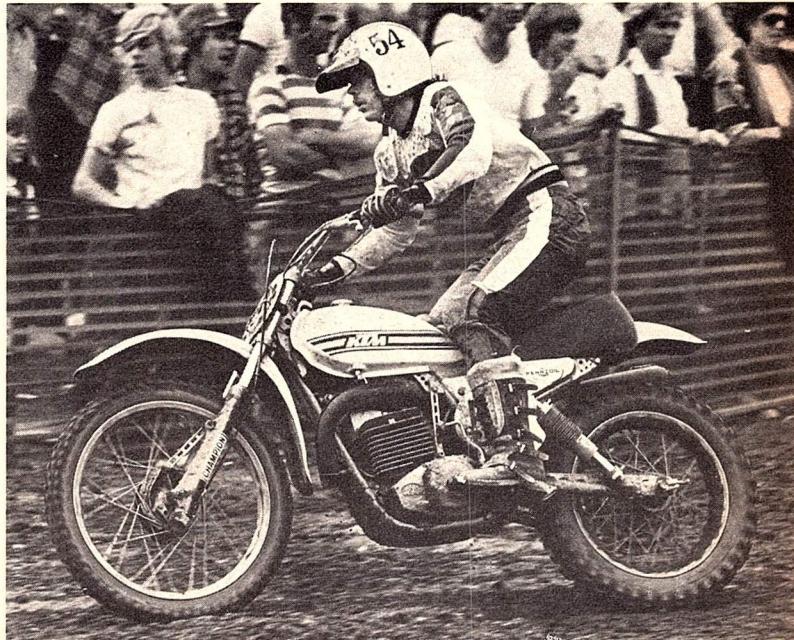


(Tom Riles)

MOTOCROSS CHAMPIONS



Vladimir Khudiakov, U.S.S.R. (David Maltais)



Pat Richter, Fortuna, California (Jim Gianatsis)

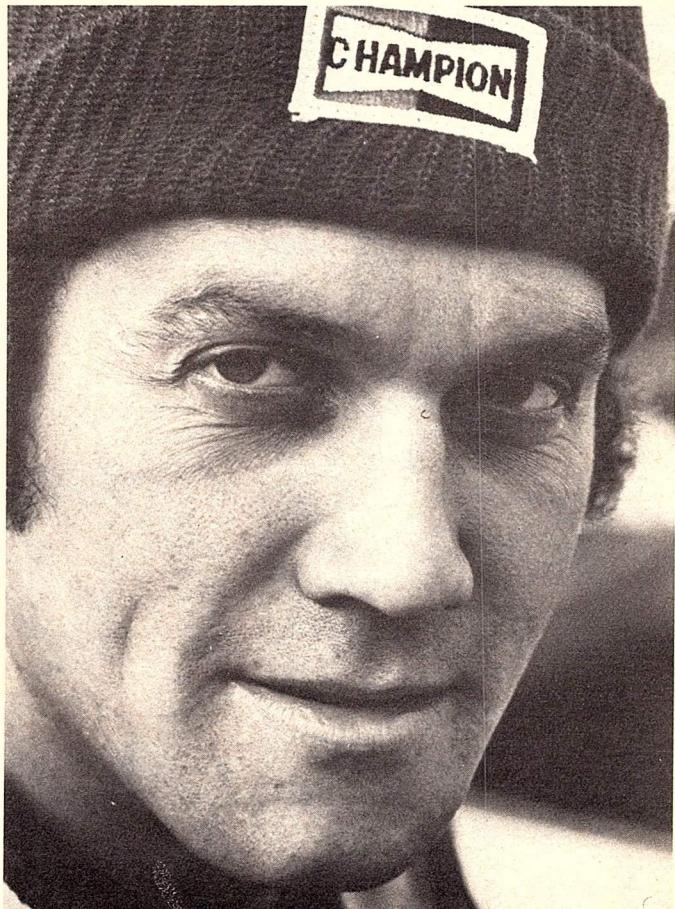


Rick Burgett, Sandy, Oregon



Danny Chandler, Foresthill, California

MARCH 1977



Daniel Pean, France



Nancy Thomas, Fremont, California



Tommy Croft, San Diego, California (Gianatsis)



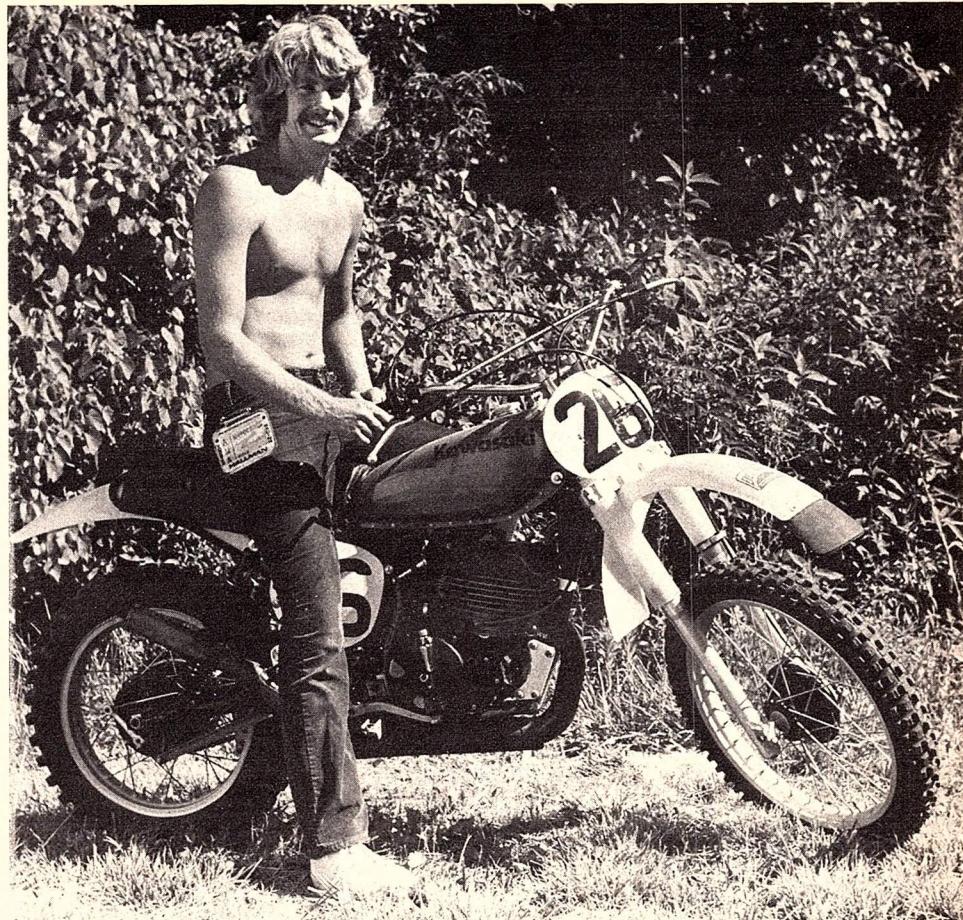
Alberto Angiolini, Italy (David Maltais)



Don Kudalski, Coral Springs, Florida (Jim Gianatsis)



Chuck Sun, Sherwood, Oregon



Terry Clark, Lancaster, California (Jim Gianatsis)



Mike Kessler, Farmingdale, New Jersey

MARCH 1977



John Savitski, Atlas, Pennsylvania

HISTORY & RECORDS

Motocross began in the late 1940s following World War II, when British enthusiasts started doing something they called "scrambles" on closed courses across unimproved terrain aboard four-strokes left over from the war's army courier services. The sport spread to Europe, where its French name, "moto-cross," gained acceptance.

In 1952 the worldwide sanctioning body, the Federation Internationale Motocycliste awarded its first Moto-Cross Championship of Europe to Jean-Claude Leloup. Leloup campaigned a Belgian FN in what we now call the 500cc class. In 1957, the FIM recognized a 250cc class, and a German named Betzelbacher was its first champion aboard a Maico. In that same year the 500 class was designated a World Championship class for the first time, with Swede Bill Nilsson winning the first motocross World Championship aboard a Crescent/AJS. In 1963, the 250 class was given world status, with Torsten Hallman taking that first championship for Husqvarna.

The AMA first began designating U.S. champions in 1972, when Brad Lackey was the American Number One in the 500 class. Brad campaigned both a CZ and a Kawasaki that year. At the same time, Gary Jones won the first of three consecutive 250 championships he was to notch, taking a Yamaha factory machine to the National title. In 1974, the AMA granted National status to the 125 class, with Marty Smith and Honda taking the honors, and in 1975 the FIM finally granted the 125s a World Championship, won by Gaston Rahier for Suzuki.

500cc	
WORLD MOTOCROSS CHAMPIONS	
1957	Bill Nilsson, Sweden
1958	Rene Baeten, Belgium
1959	Sten Lundin, Sweden
1960	Bill Nilsson, Sweden
1961	Sten Lundin, Sweden
1962	Rolf Tibblin, Sweden
1963	Rolf Tibblin, Sweden
1964	Jeff Smith, Great Britain
1965	Jeff Smith, Great Britain
1966	Paul Friedrichs, East Germany
1967	Paul Friedrichs, East Germany
1968	Paul Friedrichs, East Germany
1969	Bengt Aberg, Sweden
1970	Bengt Aberg, Sweden
1971	Roger DeCoster, Belgium
1972	Roger DeCoster, Belgium
1973	Roger DeCoster, Belgium
1974	Heikki Mikkola, Finland
1975	Roger DeCoster, Belgium
1976	Roger DeCoster, Belgium

250cc	
WORLD MOTOCROSS CHAMPIONS	
1963	Torsten Hallman, Sweden
1964	Joel Robert, Belgium
1965	Viktor Arbekov, Czechoslovakia
1966	Torsten Hallman, Sweden
1967	Torsten Hallman, Sweden
1968	Joel Robert, Belgium
1969	Joel Robert, Belgium
1970	Joel Robert, Belgium
1971	Joel Robert, Belgium
1972	Joel Robert, Belgium
1973	Hakan Andersson, Sweden
1974	Guenady Moiseev, U.S.S.R.
1975	Harry Everts, Belgium
1976	Heikki Mikkola, Finland

125cc	
WORLD MOTOCROSS CHAMPIONS	
1975	Gaston Rahier, Belgium
1976	Gaston Rahier, Belgium

500cc	
NATIONAL MOTOCROSS CHAMPIONS	
1972	Brad Lackey, Pinole, CA
1973	Gary Jones, Hacienda Heights, CA
1974	Wyman Priddy, Ft. Worth, TX
1975	Rich Thorwaldson, Cerritos, CA
1976	Jim Pomeroy, Yakima, WA

1973	
1	Pierre Karsmakers, Mission Viejo, CA
2	Mike Runyard, Whittier, CA
3	Peter Lampu, Sherman Oaks, CA
4	Gary Semics, Lisbon, OH
5	Brad Lackey, Pinole, CA
6	Tim Hart, Torrance, CA
7	Rich Thorwaldson, Cerritos, CA
8	Mike Hartwig, Hadley, MI
9	Tony DiStefano, Bristol, PA
10	Wyman Priddy, Ft. Worth, TX

1974	
1	Jim Weinert, Mission Viejo, CA
2	Tony DiStefano, Morrisville, PA
3	Steve Stackable, Austin, TX
4	Gary Semics, Lisbon, OH
5	Mike Hartwig, Hadley, MI
6	Bryar Holcomb, Sunland, CA
7	Terry Clark, Palmdale, CA
8	Rex Staten, Fontana, CA
9	Gary Chaplin, Cayucos, CA
10	Mike Runyard, Mission Viejo, CA

1975	
1	Jim Weinert, Laguna Beach, CA
2	Steve Stackable, Austin, TX
3	Pierre Karsmakers, Mission Viejo, CA
4	Bill Grossi, Santa Cruz, CA
5	Kent Howerton, San Antonio, TX
6	Gary Semics, Lisbon, OH
7	Brad Lackey, Pinole, CA
8	Marty Smith, San Diego, CA
9	Terry Clark, Palmdale, CA
10	Tony DiStefano, Morrisville, PA

500cc	
NATIONAL MOTOCROSS CHAMPIONS	
1976	Kent Howerton, San Antonio, TX
1	Gary Semics, Huntington Beach, CA
2	Steve Stackable, Austin, TX
3	Pierre Karsmakers, Mission Viejo, CA
4	Bill Grossi, Santa Cruz, CA
5	Tony DiStefano, Morrisville, PA
6	Rick Burgett, Sandy, OR
7	Rich Eierstedt, Norwalk, CA
8	Tommy Croft, San Diego, CA
9	Gaylon Mosier, Huntington Beach, CA
10	Chuck Sun, Shervwood, AR

250cc	
NATIONAL MOTOCROSS CHAMPIONS	
1972	Gary Jones, Hacienda Heights, CA
1	Gary Jones, Hacienda Heights, CA
2	Wyman Priddy, Ft. Worth, TX
3	Gunnar Lindstrom, S. Plainfield, NJ
4	Peter Lampu, Sherman Oaks, CA
5	Bob Grossi, Brookdale, CA
6	Mike Runyard, West Covina, CA
7	Bill Cooke, Carlton, OR
8	Bob Harris, Windsor, NY
9	Sonny DeFeo, Port Washington, NY
10	Tony Wynn, Sherwood, AR

1973	
1	Gary Jones, Hacienda Heights, CA
2	Rich Thorwaldson, Cerritos, CA
3	Bob Grossi, Santa Cruz, CA
4	Jim Weinert, Middletown, NY
5	Tim Hart, Torrance, CA
6	Marty Tripes, Santee, CA
7	Pierre Karsmakers, Mission Viejo, CA
8	Gary Chaplin, Cayucos, CA
9	DeWayne Jones, Hacienda Heights, CA
10	Jim Pomeroy, Yakima, WA

1974	
1	Gary Jones, Hacienda Heights, CA
2	Marty Tripes, Santee, CA
3	Jim Ellis, Cobalt, CT
4	Rich Thorwaldson, Cerritos, CA
5	Bob Grossi, Santa Cruz, CA
6	Kent Howerton, San Antonio, TX

1975	
1	Tony DiStefano, Morrisville, PA
2	Kent Howerton, San Antonio, TX
3	Bill Grossi, Santa Cruz, CA
4	Jim Weinert, Laguna Beach, CA
5	Jim Ellis, Cobalt, CT
6	Mike Runyard, Whittier, CA
7	Steve Stackable, Austin, TX
8	Marty Smith, San Diego, CA
9	Gaylon Mosier, Garden Grove, CA
10	John Savitski, Atlas, PA

125cc	
NATIONAL MOTOCROSS CHAMPIONS	
1974	Marty Smith, San Diego, CA
1	Bruce McDougal, Orange, CA
2	Chuck Bower, Anaheim, CA
3	Mickey Boone, Winston-Salem, NC
4	Tim Hart, Torrance, CA
5	Jim Ellis, Cobalt, CT
6	Dan Turner, Placerville, CA
7	Jeff Foland, San Diego, CA
8	Gaylon Mosier, Huntington Beach, CA
9	Robert Haag, Newport Beach, CA
10	Vincent Clark, Lompoc, CA

1975	
1	Marty Smith, San Diego, CA
2	Tim Hart, Torrance, CA
3	Dan Turner, Placerville, CA
4	Nils-Arne Nilsson, San Diego, CA
5	Bruce McDougal, Orange, CA
6	Gary Wise, McAllen, TX
7	Mike Kessler, Farmingdale, NJ
8	Mickey Boone, Winston-Salem, NC
9	Warren Reid, Westminster, CA
10	Tommy Croft, San Diego, CA

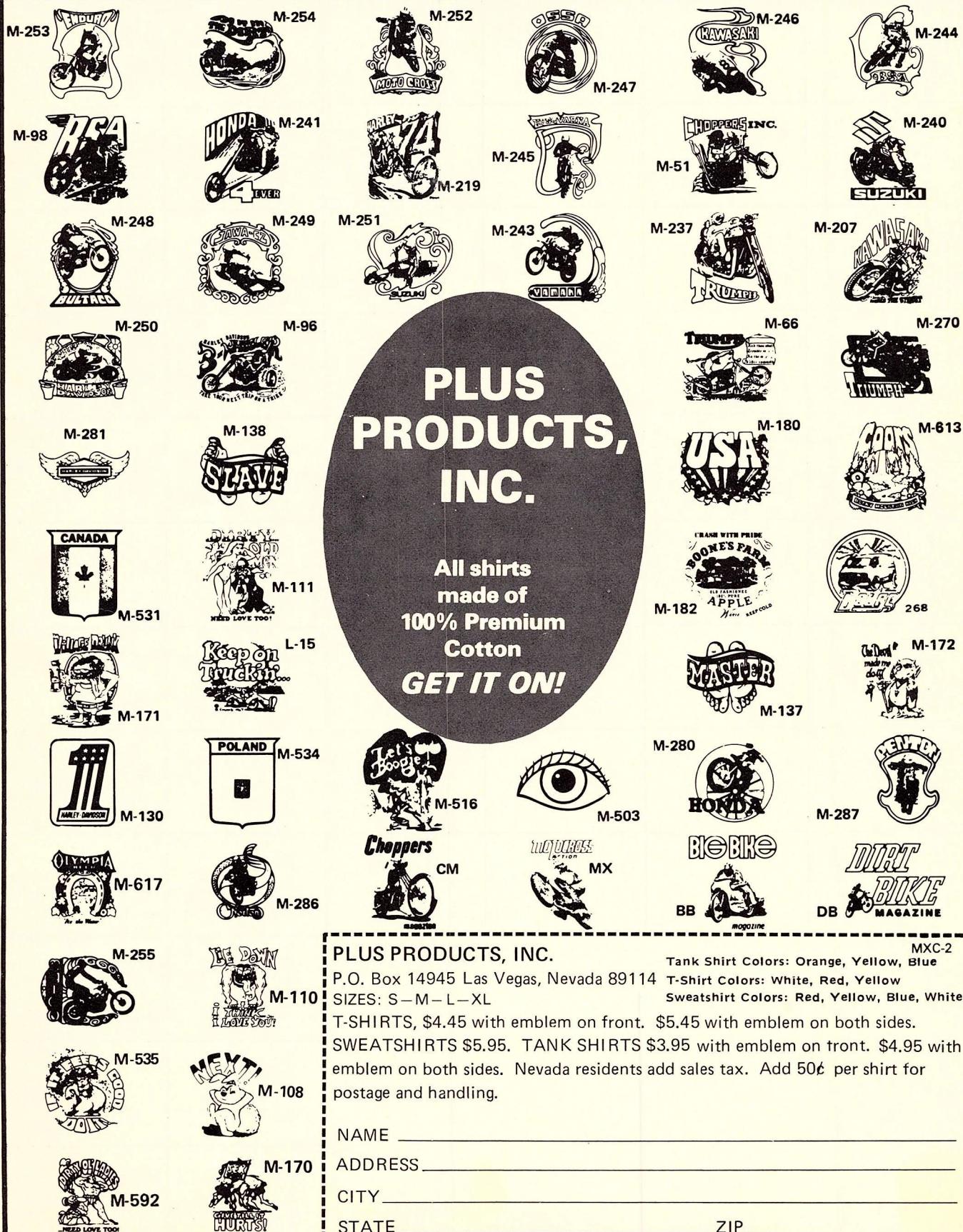
125cc	
NATIONAL MOTOCROSS CHAMPIONS	
1976	Tony DiStefano, Morrisville, PA
1	Jimmy Weinert, Laguna Beach, CA
2	Steve Stackable, Austin, TX
3	Gary Semics, Huntington Beach, CA
4	Kent Howerton, San Antonio, TX
5	Peter Lampu, Sherman Oaks, CA
6	Bob Hannah, Whittier, CA
7	Rich Burgett, Sandy, OR
8	Jimmy Ellis, Camden, CT
9	Gaylon Mosier, Huntington Beach, CA
10	Rich Eierstedt, Norwalk, CA

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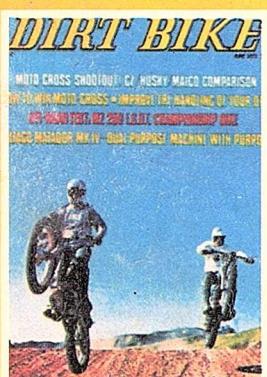
ADDRESS

CITY

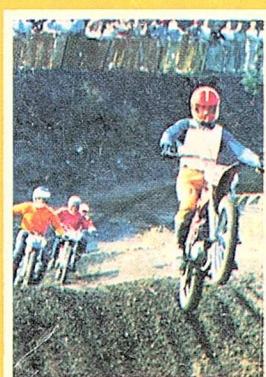
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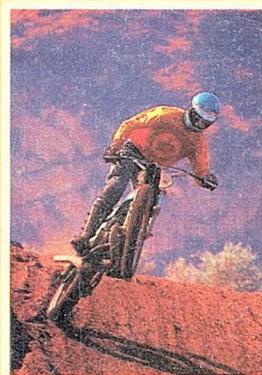
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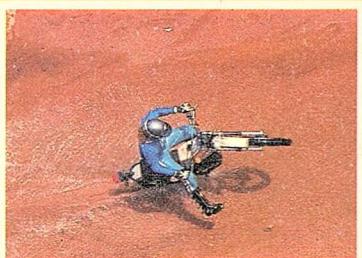
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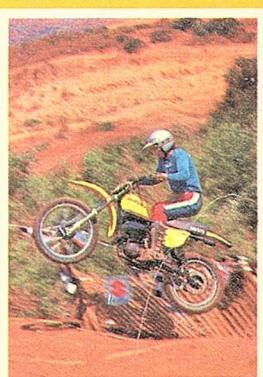


9. GEORGE WEGNER, CAN-AM 175

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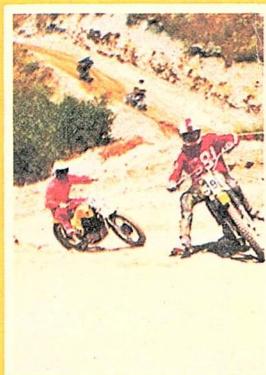


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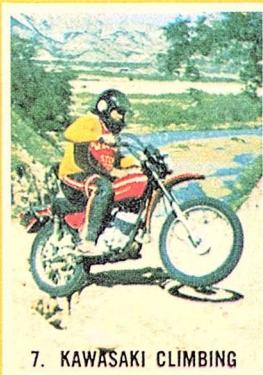


3. JIM CONNOLY INDIAN DUNES

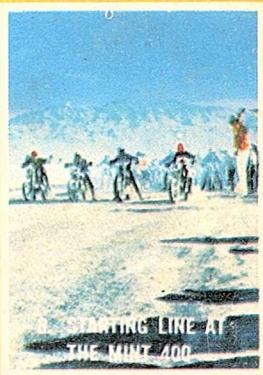


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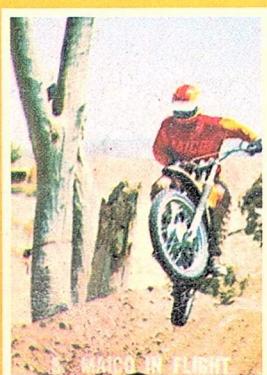
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